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CONVERSIONS CHANGE TUNA FISHING p9

PACIFIC FISHERMAN

Fishing is a world industry; and the Pacific alone is half the world

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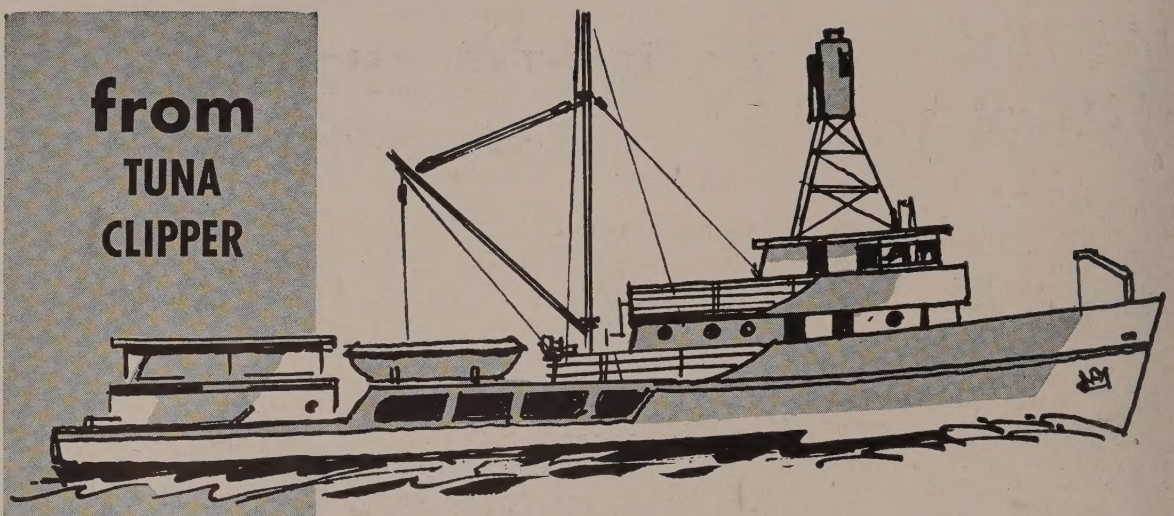

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are designed and built by
experienced purse seine fishermen
check the dollar & cents advantages
which our "know-how" has over
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Boat Builders Since 1896
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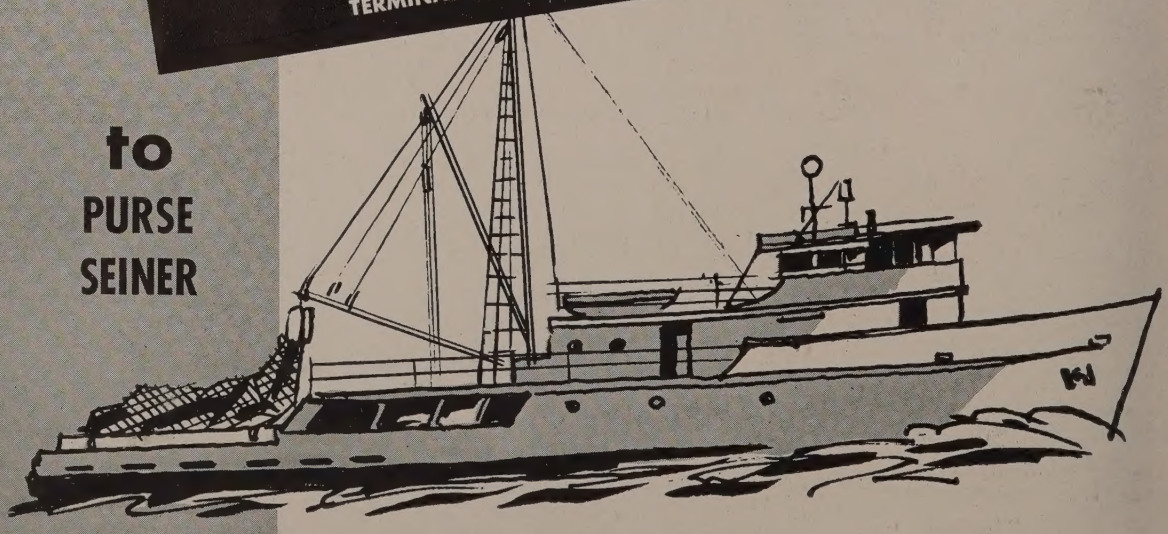

PACIFIC FISHERMAN

Our Fifty-Eighth Year— MARCH 1960 Vol. 58 No. 4

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Economic Unrest Hits Mexican Shrimp Industry

The Guaymas, Mexico, shrimp fleet was tied up at the docks last month, and the whole Mexican West Coast shrimp business was in a state of unrest, with representatives of shrimp importers, shrimp fishermen, boat owners and others crowding to Mexico City to tell the Government their respective sides of the trouble, with the hope that Government action would stabilize the situation.

The immediate, short-range trouble seemed to stem from declining prices for shrimp imported into the U.S., and rising money demands on the part of shrimp fishermen organized into "cooperatives", Mexican style.

Under Mexican law, the cooperatives (which are made up of fishermen, not boat-owners as are U.S. cooperatives) are the only organizations licensed to fish for shrimp and certain other sea foods. On one hand, the fishermen are demanding more money, draining the boat-owners' take; on the other, declining prices in the U.S. are further cutting into the owners' revenues. Guaymas owners, caught in the middle, have tied up their fleet. Fleets fishing out of Mazatlan, Topolobampo and Salina Cruz continue to fish.

Another factor contributing to the decline is the larger proportion of small-size shrimp in catches taken throughout the winter of 1959-60.

Lower Export Duty?

As one way out of the price squeeze, shrimp industry people were petitioning the Federal Government to cancel temporarily, or substantially lower, its export duty on shrimp. The Government did some time ago put into effect a reduction, but this was not drastic enough to have an appreciative effect on the movement of shrimp. As this is written, importers' and boat-owners' representatives have been meeting with Government officials at the capital, and have now headed back to Guaymas with some hope of getting fishing out of that port started again.

A U.S. Import Duty?

Long-range troubles are also brewing for the Mexican industry. U.S. Atlantic and Gulf shrimp fishermen, claiming to be hurt by the increase in Mexican imports over the past recent years, are agitating for either an import quota or a protective tariff on shrimp.

On February 9, the Ways and Means Committee of the U.S. Congress passed a resolution asking the Tariff Commission to investigate the shrimp industry. The investigation is to show whether domestic shrimp fishermen are being injured seriously by the increase of Mexican imports under present tariff regulations.

If the Tariff Commission finds that such damage is being done, it may recommend to Ways and Means an increase in tariff, or a quota on imports.

The N.F.I. announced that a public hearing on the matter will be held in Washington on March 16.

The Cover Photo

• Converted from clipper to seiner in today's sweeping shift in California tuna fishing, **West Point** is pictured in this photograph by **Pacific Fisherman** as she loads her seine at sea, while her diesel-powered skiff, itself as big as some Alaska "jitney" seiners tows against the drag of puretic power block.

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Fish can't talk

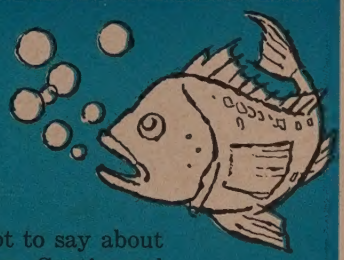
CANNED FOODS
Merchandiser Digest
CONTINENTAL CAN COMPANY, 100 E. 42nd ST., NEW YORK 17, N. Y.
NUMBER 57

Cabbage, when combined with canned salmon, turns out to be a delectable main course dish or salad. In addition to regular salmon shelf stocks, put a dozen cans in with your cabbage. A home-made sign suggesting the combination should be the clincher.

PROMOTION Pointers

The time to spotlight your complete line of canned fish and fish specialties is during the "Fish 'n' Seafood Parade," October 19-25! National magazines, newspapers, radio and TV will carry a flow of new, exciting recipes.

To start sales rolling, the following point-of-sale material is available: (1) A 6-color ceiling mobile featuring three appetite-appealing fish dishes; (2) Six diecut paper posters; (3) A four-color window poster featuring the theme of the promotion. Newspaper mats and shelf stickers are also available. For complete details, contact: National Fish and Seafood Week Committee, 1614 Twentieth Street N.W., Washington 9, D. C.



...but if they *could* talk, they'd probably have a lot to say about Continental—and how we help you sell fish in the food store. Continental speaks up for fish in hundreds of sales-making ways—in the Canned Foods Merchandiser Digest, mailed regularly to 100,000 supermarket operators and headquarters buyers throughout the U. S. . . . with newsletters to brokers . . . with tips and recipes to newspapers, magazines and home economists.

Here you see some of our recent efforts on behalf of our speechless friends from the deep. Continental spurs these promotions—for tuna, salmon, and other varieties—every day, week, and month of the year.

CONTINENTAL CAN COMPANY

Russ Building, San Francisco 4
1120 Wilshire Boulevard, Los Angeles 17
Executive Building, Portland 4
Skinner Building, Seattle 8

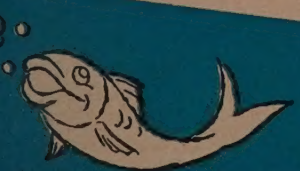
TUNA *(Tests conducted over an 18-week period)*

None of the three multiple packaging combinations used resulted in significant sales gains when compared to single cans alone. However, the sales increase of 5.6% obtained with the 3-pack plus singles approached significance. An increase of 7% was required.

Average Sales Per 1,000 Checkouts	(No. of Containers)
Single cans	108
2-pack plus singles	113 (4.5% increase)
3-pack plus singles	114 (5.6% increase)
4-pack plus singles	106 (1.9% decrease)

Set a course for big volume by tying-in with the biggest promotion yet on behalf of fish and seafood! It's the "Fish 'N Seafood Parade" which runs from October 19-25. National publicity will carry a flow of new recipes in national magazines, newspapers, on radio and TV.

For further details and available point-of-sale material (mobile, 7 posters, ad mats, shelf stickers), contact the National Fish and Seafood Week Committee, 1614 20th Street, N.W., Washington 9, D.C.



Tuna's always timely. Start with a basic display (this one in a California market sold between 20-25 cases in one week). Then, add related items to fit the season — noodles, rice, pimentos, etc., for cold weather casseroles; mayonnaise, olives, etc., for spring and summer salads and sandwiches.

Be ready when fish are running

Don't be slowed down with a foul bottom or hauled out for repainting when the fish are there. That's the time for fishing. That's why so many smart fishermen everywhere are using "SUPER-TROP" Antifouling Bottom Paint, made by International Paint Company, Inc., specialists for over 70 years in the making of Marine Paints. It gives real protection against fouling of all kinds and retains its antifouling properties far longer than do ordinary bottom paints. Send for descriptive folder.

FOR METAL BOTTOMS

INTERNATIONAL has developed a combination of a primer and an antifouling paint that offers the maximum protection and preservation of metal bottoms. Send for the two circulars, "SILVER PRIMOCON" and "SUPER-TROP".

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for the NEW *FULLY* TRANSISTORIZED RADIOTELEPHONES

Low cost, high performance sets *for all boats*

SKIPPER 202A... Radiotelephone. 5 channels and broadcast. 42 watts. Less than ⅓ the size of vacuum tube models with equal power. This is the set for boat owners who require the power of 26.5 watts output to the antenna.

CAPTAIN 250 . . . the finest radiotelephone ever built. The Captain 250—fully transistorized, 250 watt, 11 channels up to 8 MC. Broadcast band. Smaller. Lower battery drain than sets of ½ the power.

BENDIX CITIZENS BAND TRANSCEIVERS offer the finest short range performance. 5 channels. Inquire at your dealer now.

At last you can have the safety and convenience of high performance two-way voice communication with this revolutionary Bendix Skipper 303 transistorized 65 watt radiotelephone. It's small; requires no underwater ground through use of the exclusive TENNA-COUPLER, a special cable assembly providing an artificial ground for the system; has extremely low battery drain because of its transistorized power supply, receiver and transmitter modulator. In addition, it is completely self-contained for simplicity of installation.

With the Skipper 303 you can call anywhere in the world from wherever you are at sea. Call other boats or the Coast Guard in an emergency, or enjoy the finest entertainment broadcast reception.

The Skipper 303 has 5 channels and broadcast. It is the acknowledged ultimate in compact radiotelephones and puts a full 37 watts output to the antenna.

Accepted by F.C.C. for use in commercial boats carrying passengers.

Bendix-Pacific
DIVISION OF BENDIX AVIATION CORPORATION
NORTH HOLLYWOOD, CALIFORNIA

HOW TO BE SURE YOU'RE BUYING A DEPENDABLE MARINE DIESEL

When you've bought and installed an engine and operated it on your boat, only to learn it isn't dependable, you've made a costly mistake. Fortunately, you can avoid trial-and-error risks and get dependable diesel power.

The safe way to choose an engine is to profit from the experience of others. You don't have to dig much to learn that Cat Marine Diesels have an outstanding reputation for dependability. The way this has been earned is simple: Cat Diesels perform dependably. This is why the D13000 became the standard of the shrimp fleet, known to boat owners and operators as a work engine with unexcelled freedom from down time. It was sparing on fuel and any fuel available satisfied it. The D13000 was dependable with little maintenance, fast and long lived.

Now another Cat Diesel is becoming the shrimp fleet standard. It's the D342, a quiet turbocharged marine engine that produces 220 HP (continuous) at 1225 RPM. Its fuel system has non-fouling single orifice injection valves and adjustment-free individual injection pumps. You can change an injection valve in just 10 minutes. Cylinder liners are full-length wet-type. The full pressure lubrication system has an oil pan which provides lubrication in rough seas because it permits tilt angles in any direction. When you troll, the precombustion chamber principle lets you idle long periods without carbon build-up or cylinder lubricant washdown. You can tell Cat Diesel-equipped boats by their clear, clean exhaust, even when trolling.

The Cat D342 is *modern* marine diesel power. With your engine comes a notarized certificate of the horsepower you receive. There are no "maybes" or "approximatelys." This sworn document is the beginning of the long life of dependability you get when you power or repower your boat with a Cat Marine Diesel. Before you choose your next engine, check owners of other boats powered with Cat Engines. Then visit your Caterpillar Dealer who has interesting dollars and cents information for you.

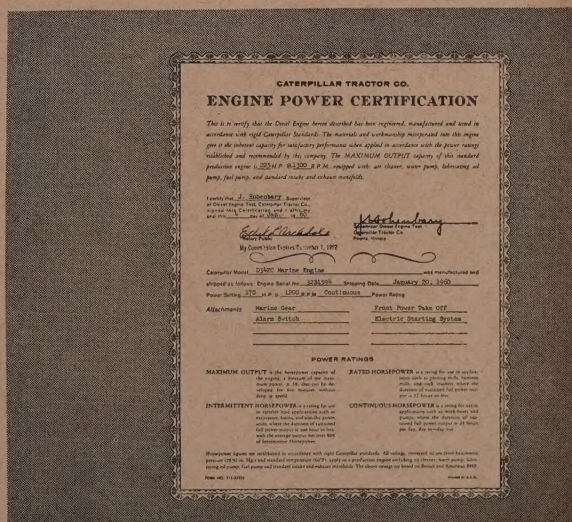
MARINE POWER BY CATERPILLAR

CATERPILLAR

Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co.

Engine Division, Caterpillar Tractor Co., Peoria, Ill., U. S. A.

Sahlman Sea Foods' (Tampa) 75-foot "Midnight," newest in a fleet of 14 all-Caterpillar Marine Engine trawlers, makes 10 knots powered with a D342.



CATERPILLAR TRACTOR CO.

ENGINE POWER CERTIFICATION

This is to certify that the Diesel Engine herein described has been registered, manufactured and tested in accordance with rigid Caterpillar Standards. The materials and workmanship incorporated into this engine give it the inherent capacity for satisfactory performance when applied in accordance with the power ratings established and recommended by this company. The MAXIMUM OUTPUT capacity of this standard production engine is 254 H.P. @ 1300 R.P.M. equipped with air cleaner, water pump, lubricating oil pump, fuel pump, and standard intake and exhaust manifolds.

I hereby certify that I, J. Rosenberg, Supervisor of Diesel Engine Test, Caterpillar Tractor Co., signed this Certificate and affixed my seal this 5th day of July, A. D. 19 50

J. Rosenberg
Supervisor of Diesel Engine Test
Caterpillar Tractor Co.
Peoria, Illinois

Edith Murdock
My Commission Expires September 1, 1952

Caterpillar Model D342C Marine Engine was manufactured and shipped as follows: Engine Serial No. 2281599 Shipping Date January 20, 1950
Power Rating 270 H.P. @ 1300 R.P.M. Continuous Power Rating

Attachments:
Marine Gear — Front Power Take Off
Alaro Clutch — Electric Starting System

POWER RATINGS

MAXIMUM OUTPUT is the horsepower capacity of the engine, developed at the fuel-pump rack point, at 1/2 hour rating, without damage for five minutes without any speed reduction.

RATED HORSEPOWER is a rating for use in applications where load is varying and the engine shuts down frequently, such as in pleasure craft, tugs, trawlers, where the duration of sustained full power output is 1/2 hour or less.

INTERMITTENT HORSEPOWER is a rating for use in service load applications such as excavators, hoists, and standby power units, where the duration of sustained full power output is one hour in four, with the average duration not over 800 hours per year.

CONTINUOUS HORSEPOWER is a rating for use in applications such as work boats and pumps, where the duration of sustained full power output is 24 hours per day, day-in-day-out.

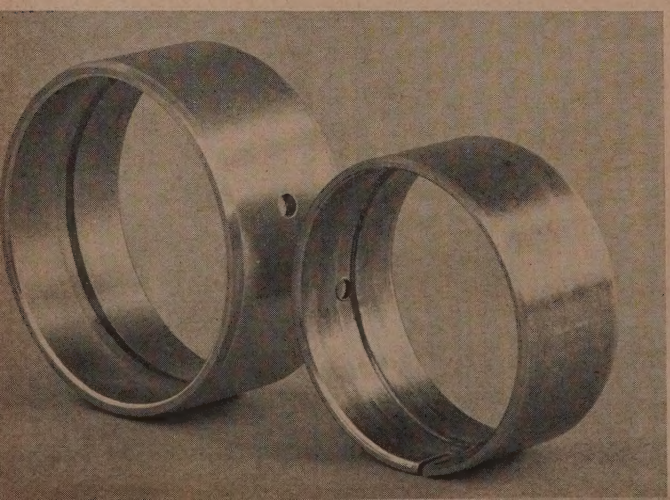
Horsepower figures are established in accordance with rigid Caterpillar standards. All ratings, measured at the front main bearing, are corrected to 29.31 in. Hg (14.4 lb. per sq. in.) and standard temperature (60°F.), apply on a gasoline engine including oil cooler, water pump, lubricating oil pump, fuel pump and standard intake and exhaust manifolds. The above ratings are based on British and American SAE.

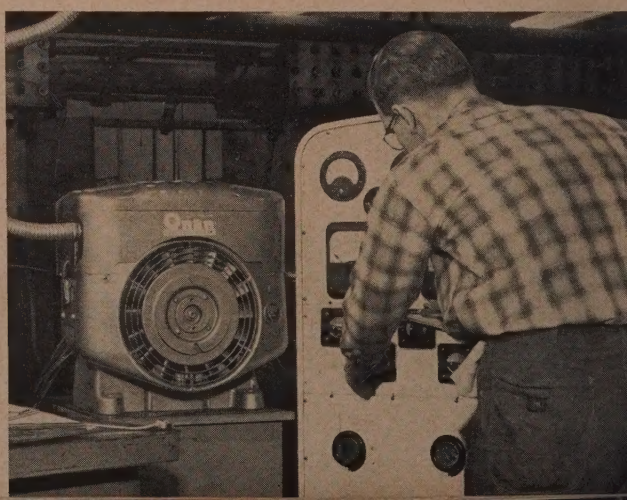
Form No. 7-1270 Printed in U.S.A.

Onan Electric Plants are when this independent

Big, beefy bearings for longer life. (Lower left) double-size Onan bearings vs. small bearings (right) used in many other makes. Larger bearing surface reduces wear, stretches time between overhauls. Onan builds up to performance—never down-to-a-price.

The engine that ran equivalent to 487,888 automobile miles. Here's endurance no auto could begin to match. Onan engine #1068 was operated for 12,197 hours. It was stop-started 100 times. At test's end #1068 and generator were delivering their stated output.





Performance Certified only tester says O.K.

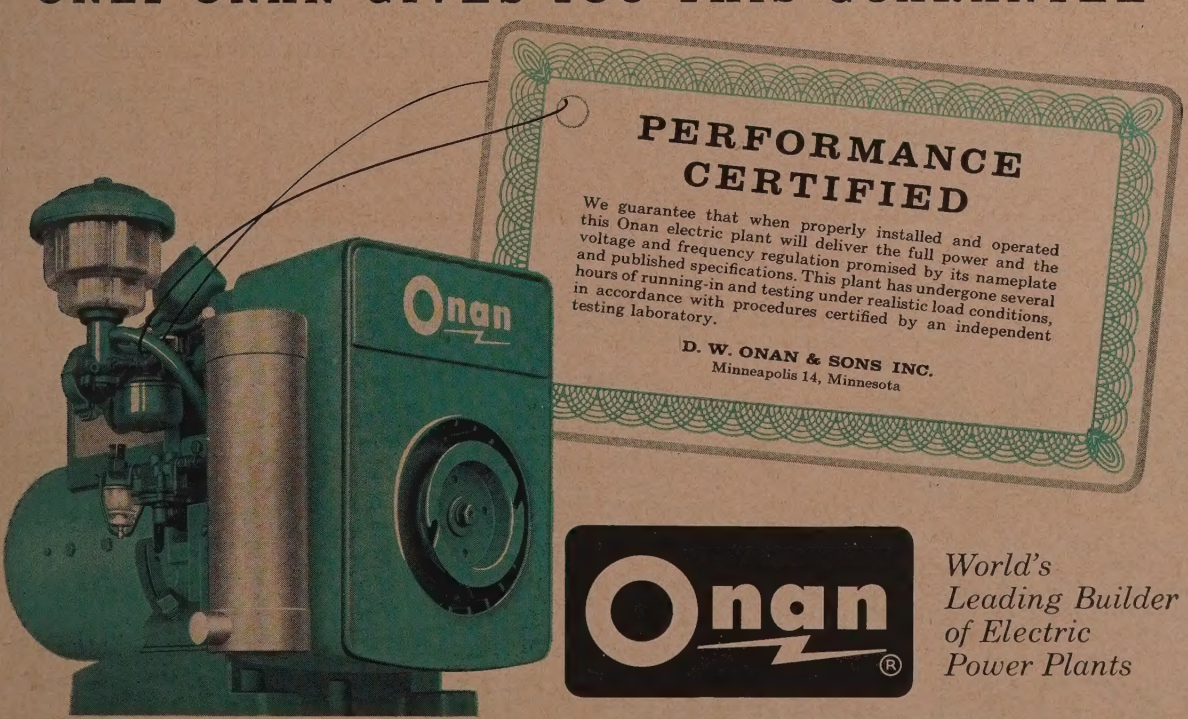
His job is to provide a double-check on Onan's own tests and testing methods

The man at the left is an expert from an independent testing laboratory. On the job, he believes nothing except what his trained eyes, ears and scientific testing instruments tell him.

He, and others like him, pay frequent surprise visits to Onan factories. He can pull any Onan plant off the test line. Put it through its paces. Recheck the checks Onan engineers and inspectors have already made. He has authority to pull a whole series of plants off the line if he finds one fault. He does all this even though every Onan plant is tested for hours by Onan personnel *before it is shipped.*

Onan takes these special precautions to make *doubly* sure that you get all that you pay for, and more, when you own a Performance Certified Onan. For more details—and an analysis of your primary and stand-by power needs—see the Onan distributor nearest you. He's listed in the telephone classified section in all major cities. Or write direct.

ONLY ONAN GIVES YOU THIS GUARANTEE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We guarantee that when properly installed and operated this Onan electric plant will deliver the full power and the voltage and frequency regulation promised by its nameplate and published specifications. This plant has undergone several hours of running-in and testing under realistic load conditions, in accordance with procedures certified by an independent testing laboratory.
D. W. ONAN & SONS INC.
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World's Leading Builder of Electric Power Plants

D. W. ONAN & SONS INC., 2518 UNIVERSITY AVE. S.E., MINNEAPOLIS 14, MINN.

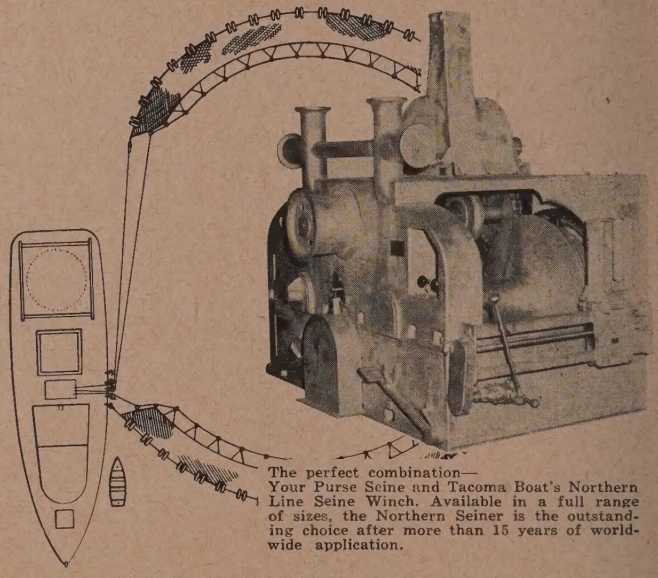
NORTHERN LINE WINCHES ARE STANDARD ON MOST MAJOR TUNA SEINERS

Select other

NORTHERN LINE Products

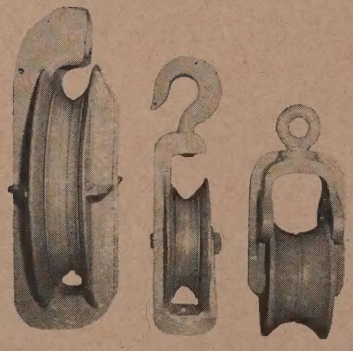
with

complete confidence earned by the test of time and sea



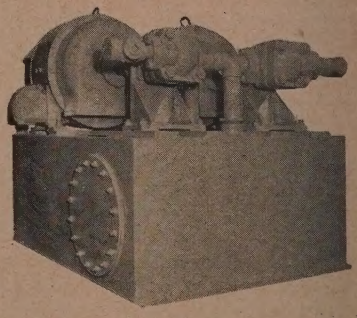
The perfect combination—Your Purse Seine and Tacoma Boat's Northern Line Seine Winch. Available in a full range of sizes, the Northern Seiner is the outstanding choice after more than 15 years of worldwide application.

Recent tuna conversions featured in this issue have chosen the latest and finest equipment available including NORTHERN LINE Fishing Winches and NORTHERN LINE Purse Blocks illustrated here. Write for details of equipment to suit your requirements.



Northern Line blocks available in large variety of sizes & types—open or closed. Illustrated are No. 1425 & 902 purse blocks and No. 1045 Dandelion Block.

The Northern Line includes All Types of Deck Machinery for Fishing Vessels of Every Size



NORTHERN LINE Electro-hydraulic self-contained Power Unit. Sizes range from 5 to 150 HP input.

TACOMA BOATBUILDING CO., INC.

132 SITCUM WATERWAY PHONE: MARKET 7-8138 TACOMA 2, WASHINGTON

PACIFIC FISHERMAN MARCH 1960

Sun Europa, 150 ft. in length, is believed to be the largest American purse seiner.

CONVERSIONS—

Transforming Clippers into Seiners, They Transform American Tuna Fishing

● Parade of tuna clippers being converted to purse-seiners, gaining speed every week, last month was beginning to look a little like a stampede.

More than 20 former hook-and-line boats have been turned into seiners in the two years since the *Sun King* set off the present series of conversions, and plans are afoot for converting almost as many more. During January, 1960, three newly-converted seiners made their shakedown cruises, adding almost 1000 tons of fish capacity to the net-boat fleet.

The three January conversions were the *Sun Europa,* done by Fellows & Stewart of Terminal Island, Calif.; the *West Point,* by Harbor Boat & Yacht Co., San Diego; and the *American Boy,* Fellows & Stewart.

A 150-Ft. Giant

● *Sun Europa,* with Sam Crivello of San Diego as managing owner, and measuring 149'8" in length, is now the biggest purse-seiner in the fleet.

Her conversion to a fantail-stern seiner involved a major job of hull reconstruction, for she originally had a cruiser stern. It was sponsoned out with steel plates almost to full 32' beam width to give net platform stability, the added space being made into additional fuel tanks. The new tanks hold 7,000 gals., bringing her total fuel capacity up to 42,000 gals.

In the conversion, *Sun Europa's* stern fuel and water tanks were removed, and two new fish wells were built, giving her capacity around 350-360 tons of refrigerated fish. The two new fish wells and the freshwater tank were all lined with glass fiber and plastic.

New Power System

● *Sun Europa* is equipped with a distinctive hydraulic power system for

Sam Crivello, managing owner of the **Sun Europa,** whose 150′ length is believed to make her the largest American purse seiner.

working her net during fishing operations. This system, which is designed for maximum flexibility and power, involves the use of two separate winches and a double hydraulic system.

The net winch, a Northern seiner made by Tacoma Boatbuilding Co. of Tacoma, Wash., is a conventional purse winch of this type, except that one of the three drums has been removed and replaced by a separate winch on the upper deck. The purse winch is mounted aft on the main deck, as usual on purse seiners, and on the upper deck, almost directly over the purse winch, is the separate winch used only on the net lead line.

The lower winch is used only for the pursing operation, the upper winch for towing in the net. With this arrangement, the tow line can be worked as fast as desired and the circle of the net closed much faster if necessary through the use of a separate drum.

The hydraulic system that drives both winches gets its power from two 50-hp. electric motors in the engine room. Each of these motors has one 30-gpm. pump and one 60-gpm. pump on either end; and any or all of the four Vickers pumps can be brought into the system to work either winch. This not only makes an extremely versatile power system, but makes an additional safety factor, for there are really four sources of power, any one of which could do a job—though not at top efficiency—if the three others were out of service.

Controls are mounted near the individual winches. The entire hydraulic system driving both winches employs Vickers pumps and motors.

An entirely separate hydraulic system, designed and built by Marine Construction and Design Co. of Seattle, drives the vang winches, power block and topping lift, controls all being mounted on the top deck. This system is driven by a 30-hp. electric motor. The power block, a Puretic, is the first one of a new, larger size to go into service, and is said to have about 30% more power than other models.

The net tow winch, in addition to its job of closing the net, is used for various other purposes, such as hauling the skiff aboard, or for any operation requiring the use of a powerful winch.

Sun Europa is powered by a 1200-hp. Enterprise diesel engine, with two 300-hp. Enterprise auxiliaries. Her refrigeration is York — three 6½x6½ and one 6x6 compressers for the fish holds, and one 3x3 for the galley and other uses on the vessel. Walter Pruett is the engineer in charge of refrigeration.

A Monel tail shaft turns a five-blade propeller, with Goodrich Cutless stern tube bearings.

"Sun Europa's" Net

● The new seiner will fish with an all-nylon net, 438 fathoms by 39½ fathoms deep. The net is all 4⅛" mesh, 42-thread bunt, which is 4⅛-in., 54-thread and 50 meshes of 7¾ salvage. Her lead line is a 7/16" galvanized steel chain, with ¼" chain bridle.

The cork line carries 7,600 Spongex floats.

Hydraulic heart of **Sun Europa's** system, showing two 50-hp. motors, each driving two Vickers hydraulic pumps to power the great seiner's deck gear. Note excellent Aeroquip Flexible Piping installation.

George Fukuzaki, left, and **Ernie Rose,** co-skippers of **Sun Europa.**

Tom West, left, part owner and engineer of **Sun Europa;** with **Ben Fukuzaki,** her net boss.

Being managed by a veteran fisherman, the *Sun Europa* will carry aboard all the necessary navigation aids. She has a Sperry automatic pilot, radar, two Fathometers, two radio transmitters, one 1000-watt and one 250-watt, Hallicrafter radio receivers and wireless.

Her skiff was built by Mardesich Cabinet and Boat Works of San Pedro and is 30 ft. by 15½. She is powered with a Ford Osco motor, 100-hp. with a 3:1 Paragon reduction gear, installed by Fellows & Stewart. The boat yard also built *Sun Europa's* turntable, which is 30 by 24′.

With Mr. Crivello as managing owner, the new seiner is co-skippered by Ernie Rose and George Fukuzaki. Tom West, a veteran marine engineer and part owner of the vessel, is chief, and Ben Fukuzaki, the co-skipper's brother, is net boss.

Back to the Galleons?

● On the *West Point,* which also made her shake-down cruise in January, the feature that first strikes the eye is a raised deck aft, under the turntable. Chris and Sverre Jangaard and Carl Hanken, owners of the *West Point,* call this their poop-deck, pointing out

THE CONVERSION PARADE

As of late February, no less than 37 former California tuna clippers either had been converted, were being converted, or are to be converted, into big purse seiners. Because of changes in fish hold capacity in each conversion job, it is hard to say just how much tonnage has been added to the purse-seine fleet by these conversions, but a good guess would be a little over 10,000 tons. **Pacific Fisherman** thanks Charles Sinclair, naval architect of San Diego, and the managements of many shipyards, as well as the owners of the vessels, for their help in compiling this list. An asterisk indicates a vessel **to be** converted, as of late February.

Vessel	Managing Owner	Length in Feet	Built by	Converted by
American Boy	Joaquim Canas	124	Lynch	Fellows & Stewart
American Queen*	Van Camp Sea Food Co.	144	Western	Fellows & Stewart*
Antoinette B.	Ed X. Madruga	121	National	Harbor Boat & Yacht Co.
Cabrillo	Joe Soares	127	National	Campbell Machine Inc.
Cape Beverly	J. M. Martinac	113	Martinac	Martinac
Cape Falcon*	Louis Peterson	128	Harbor	Campbell Machine Inc.*
Chicken of the Sea	Van Camp Sea Food Co.	142	Birchfield	Fellows & Stewart
Commodore	Louis Vattuone	130	Campbell	Campbell Machine Inc.
Conte Bianco	National Marine	127	National	National Steel & Shipbldg. Co.
Constitution	J. S. Rogers	150	Campbell	Campbell Machine Inc.
Corsair*	Morgan	128	Chioman	Harbor Boat & Yacht Co.*
Crusader	J. G. Cardosa	105	Puget Sound	San Diego Marine Const. Co.
Determined (a)	Star-Kist Foods Inc.	122	Avondale	Campbell Machine Inc.
Dominator	George Soares	127	National	Campbell Machine Inc.
Endeavor*	Wade Ambrose	143	Campbell	Campbell Machine Inc.*
Equator	M. O. Medina	133	National	National Steel & Shipbldg. Co.
Espirito Santo*	F. Perry	138	Soule	Fellows & Stewart
Jeanne Lynn	G. W. Martin	122	Tacoma	Fellows & Stewart
Jo Linda	Luigi Guidi	130	Avondale	National Steel & Shipbldg. Co.
Liberty Bell	F. H. Gonsalves Jr.	112	Hodgson	Campbell Machine Inc.
Lou Jean	Louis Guidi	106	Consolidated	National Steel & Shipbldg. Co.
Navigator*	Joe Rogers	145	Campbell	Campbell Machine Inc.*
Normandie	M. O. Medina	160	Campbell	Diesel Technical Service
Paramount	Joe Madruga	132	Avondale	Al Larson Boat Shop
Ruthie B.	Star-Kist Foods Inc.	106	National	Harbor Boat & Yacht Co.
St. Mathews*	(New owner group of San Pedro fishermen)			Not decided*
Santa Helena	Van Camp Sea Food Co.	121	Avondale	Fellows & Stewart
Saratoga	Manuel Luz	121	Tacoma	Campbell Machine Inc.
Sea Preme*	National Marine Terminal	127	National	Not decided*
Southern Pacific	Lou Brite	123	Martinac	Al Larson Boat Shop
Southern Queen	John Rippo	110	Tacoma	Diesel Technical Service
Sun Europa	Sam Crivello	150	Martinolich	Fellows & Stewart
Sun Jason	National Marine	130	Avondale	National Steel & Shipbldg. Co.
Sun King	Star-Kist	112	Tacoma	Campbell Machine Inc.
Valiant	Calif. Marine Curing & Packing Co.	108	Martinac	Harbor Boat & Yacht Co.
Mercury (b)	Harbor Boat & Yacht Co.	108	Tacoma	Harbor Boat & Yacht Co.
West Point	Carl Hanken	112	Tacoma	Harbor Boat & Yacht Co.

(a) Originally **Challenger.** (b) Originally **Virginia R.**

that a high poop-deck was a prominent feature of the ships that sailed the seven seas 500 years ago. They had *West Point* built as a clipper by Tacoma Boatbuilding Co., which built her Northern Seiner purse winch. She was designed by H. C. Hanson, Seattle naval architect.

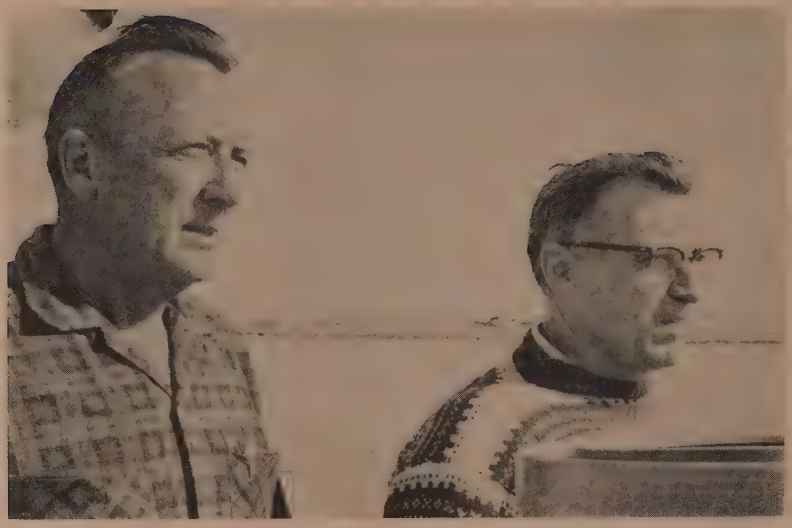
West Point's poop-deck serves a useful purpose, and the feature has enough merit so that at least one other skipper of a successful purse-seiner is said to be planning one for his vessel.

The poop-deck confines water on deck to the waist of the vessel. Instead of the entire after-deck being awash with each boarding sea, half or more of the deck is raised above the wash by the poop-deck. Forward of the galley, still on the main deck, bulwarks have been installed, to keep the water out of the forward area, so even in the roughest weather the *West Point* will be carrying the minimum amount of free water.

The poop-deck also acts as a tank, and can be loaded with fuel when necessary. It adds buoyancy also, enough to permit the boat to carry a full load of fish in the tanks. Like the hull of the *West Point*, the poop-deck is built up of steel plates.

As with the *Sun Europa*, the *West Point* has two winches, one mounted on the upper deck while the main purse winch is conventionally placed on the main deck. However, this is only the result of the conversion. The vessel as a clipper had the extra winch on the house and it was left in place and ready for use when needed. It is not specially planned to use it as a tow winch to close the net, although it can be so employed.

West Point is 112' long, with a 27' beam. To save space on the working deck, the heavy davit supporting the purse blocks is hinged to the deck.



Mike Puliselich, net boss, and **Capt. Carl Hanken,** part owner, of the converted seiner **West Point.**

When the net is being worked, the davit hangs over the rail with the block in working position, at other times both davit and blocks rest on the deck, out of the way.

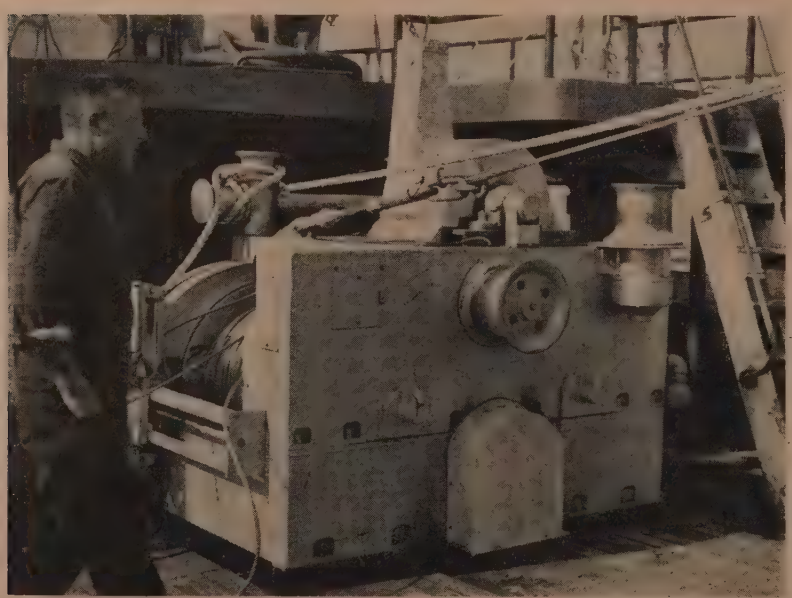
Power and Gear

● *West Point* packs plenty of power. Her main engine is a Cooper-Bessemer six-cylinder 675-hp. diesel. Besides her auxiliary, which is a Cooper-Bessemer four-cylinder 118-hp., she has a special engine to drive her Northern Seiner purse winch, and a third standby auxiliary, a Buda six-cylinder 104-hp.

Her purse winch is driven by a three-cylinder General Motors diesel, 80-hp., with a Twin Disc torque converter and chain drive. This engine also works the power block, through hydraulic drive. As a standby electric motor the vessel has a 30-hp U.S. Electrical.

West Point's net is 430 fathoms long by 42 fathoms, all nylon, with braided nylon top and bottom, eight meshes of 4½" at the top and eight meshes of 8" next the lead line.

The lead line is 7/16" galvanized chain, with a ¼" galvanized chain bridle. The net was furnished by A. M. Starr Net Co. of East Hampton, Conn.



West Point's Northern Seiner purse winch, built by Tacoma Boatbuilding Co., which also built the vessel is shown installed here with **Mike Puliselich,** net boss, passing.

The skiff, built by Mauricio & Son of San Diego, is 28′ by 16′, amply powered with a GM 671, developing 165 hp. at 1800 rpm. The turntable was built by Harbor Boat & Yacht Co. and measures 22′ square.

Navigation Aids

West Point's navigation aids include two Sperry gyro-compasses, one Mark XIV and one magnetic, a Fathometer, radar, direction finder, two radiophones, Intervox, Hallicrafters and National radio receivers.

An intercommunicating PA system has speakers in the wheelhouse, at the mast and on the working deck. There is a set of duplicate controls, both for engine speed and direction, at the port side of the wheelhouse.

Refrigeration is provided by three Kohlenberger compressors, 6x6, with a Baker for the galley and other on-

Chris Jangaard, skipper and part owner of **West Point.**

board uses. The tail shaft is a 6½-in. Monel shaft, with Goodrich Cutless bearings. Chris Jangaard says this set of bearings has been in constant service for 13 years.

Mike Puliselich will be fishing boss of the converted vessel. The Jangaard brothers and Capt. Hanken are planning to convert the clipper *Cape Falcon,* which they also own, into a seiner in the near future.

A Veteran Newcomer

● With the conversion of the *American Boy,* another veteran clipper operator, Jaquim Canas, became a purse-seine fisherman. Although Mr. Canas himself had not been fishing for several years, he went back aboard for the first two or three trips of his converted vessel. After that, he will turn over full responsibility to his co-skippers, Bill Horner and Roman Luz. Capt. Luz was skipper of the *American Boy* when she was a clipper.

American Boy is known as one of

American Boy, converted from clipper to seiner, preparing to leave Fellows & Stewart yard at Terminal Island, Calif., for her shake-down trip. Her two crows nests give her a distinctive appearance among gigantic seiners.

the best-built vessels in the tuna fleets. Built by Consolidated Steel at Newport Beach, Calif., she was inspected and passed by the U. S. Navy Bureau of Ships. She is 125′ long overall, by 28′ beam.

American Boy packs a big net for her size — 460 fathoms — and Capt. Horner has adopted an innovation — 10″ diameter purse rings. The big rings, he says, are intended to make it easier and faster to purse the net, and to put the lifting strap through the rings.

American Boy is the first vessel to use 10″ rings.

Propulsion power is provided by an Atlas-Imperial six-cylinder 850-hp. Elliott turbocharged diesel. Besides an Atlas 235, 120-hp. auxiliary in the engine room, there is a GE 671 140-hp. engine on the main deck above the engine room.

American Boy, like the *West Point,* kept her Campbell Machine Co. auxiliary winch on the upper deck, but the skipper does not plan to use it regularly as a tow winch as on the *Sun Europa.* It can serve this purpose when needed, as well as being a utility winch. The purse winch on the main deck was made by Tacoma Boatbuilding Co.

Bill Horner, who shares with **Manuel Luz** command of **American Boy.**

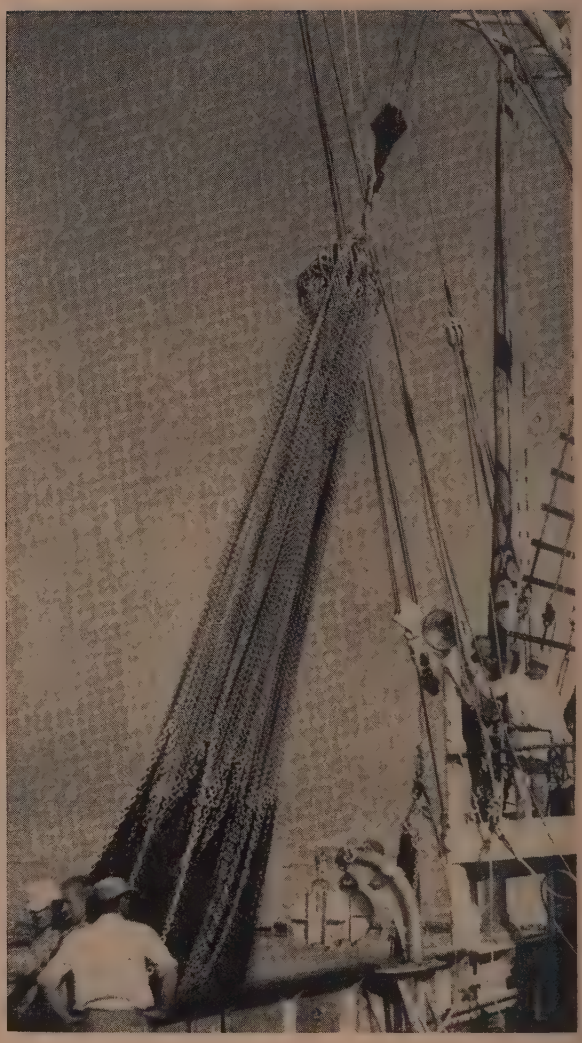
The purse winch is operated by a one-man hydraulic control system which gets its power from a 50-hp. GE motor. The power block is mounted on a 54′ boom, same length as the mast.

In the conversion, the afterdeck was cut down flush, without rail or scuppers, so that any water shipped is shed immediately. The hatch coamings on the port side were all cut down flush with the deck to make good work room in the pursing area of the boat.

The turntable, made by Fellows & Stewart, which did the conversion job, is 23′ by 25′, and the skiff, also made at the same yard, is 28 by 15, powered with a 100-hp. Ford Osco motor.

Ten-inch Purse Rings and their advantages are demonstrated by Co-Captain Bill Horner of the **American Boy,** as they prepare to free the vessel's purse line.

Joaquim (Jack) Canas, veteran clipper captain and owner of the converted **American Boy.**



American Boy's rings, chain leadline and the lower selvage of her great all-nylon net from the A. M. Starr Net Co. is heaved to the boom point. Note at the davit the special Northern Line purse blocks, specially designed with large diameter sheaves for handling the steel purse line which has lifted from them as the rings came up. The use of galvanized steel chair for a "lead" line is a distinctive feature of California tuna purse seine gear.

American Boy's net is all nylon, Adams Best made by The Linen Thread Co. and supplied by Seaside Supply Stores of San Pedro. It has six strips of 4⅛ No. 42 webbing, with three fish bags of 4¼ No. 54 and one strip of 8" No. 60 selvage. A ⅝" and ¾" braided nylon Samson cork line carries 7,000 Goodrich Spongex floats. The lead chain is 7/16" galvanized steel, with ¼" chain bridles, all Campbell chain. All rope is synthetic, made by Great Western Cordage Co.

No change was made in the refrigeration system. Compressors are Bakers four 5½ by 5½ and one 3 by 3. Among *American Boy's* navigation aids are a Sperry automatic pilot, with complete duplicate controls on the port rail, a Signal Corps direction finder, Fathometer, radar from Marine Electric Co., San Diego, a Johnson Viking II 100-w radio transmitter, with National receiver, plus a Hallicrafter 100-watt radiotelephone, and a 500-watt wireless.

A Newcomb intercom system has hand phones in the wheelhouse, on the crow's nest, in the engine room, galley, shaft alley and by the mast.

Leo Albright, a man of considerable experience, is *American Boy's* engineer. Manuel Luz has been on the vessel for several years, and Bill Horner, who will be net boss and co-skipper, has 37 years of fishing behind him, having started in the business in 1923.

American Boy will fish for Van Camp Sea Food Co.

South Africa Seeks Deal With Peru on Fish Meal

● Rocketing rise of Peru's fish meal manufacturing industry, and the decline in the market largely coincident with it, in February saw two representatives of South Africa's fish reduction industry in Peru in search of an understanding with fish meal operators.

The African businessmen are said to have sought an agreement with the Peruvians on production, marketing and pricing of fish meal in their two countries.

While no authorized report on the negotiations was made, private information in Peru and the United States following the meetings said no understanding had been reached.

An official statement of the matter from a United States government source reported on the matter in these words:

● "The emergence of Peru as a major fish meal producer has been a source of concern to the South African fish meal and oil industry. Peruvian production is now estimated to be an excess of 200,000 long tons a year and is expected to increase to about 300,000 tons in 1960.

"The impact of Peruvian production on the world market for fish meal is evidenced by the fact that prices in the United Kingdom have dropped from £57-12-0 (U.S. $161.28) to £43-2-0 ($120.63) per long ton in the past four months.

This trend has in fact become so disturbing that two representatives of South African fish meal producers visited Peru seeking a marketing, pricing, and production agreement with the Peruvian industry.

N. W. Fish Industry Seeks Pre-Geneva Understanding On Historic Rights Point

● Washington and Oregon fishing interests — fishermen and operators alike—marshalled their forces in February to campaign for recognition of historic rights of fishing in any seaward extension of fisheries jurisdiction which may emerge from this month's Law of the Sea Conference in Geneva.

Disturbed by disclosures of a modified American position, and the growing belief that the United States would accept a "6 + 6" formula without qualification as to preservation of historic rights, the Pacific Northwesters called loudly for an "understanding" with Canada on "historic rights" in advance of the Geneva meeting.

Focus of this feeling was a meeting arranged by Milo Moore, Washington Director of Fisheries, at the department's offices in Seattle Feb. 13. From this arose a demand for strengthened positions and firmer policies. There were numerous speakers, but the several points made by George Johansen, secretary-treasurer of the Alaska Fishermen's Union, pretty well cover attitudes of all. As he put them, there were six Johansen Points:

1. National security comes *first*. On that there is no quibbling.

2. We seek only to safeguard long-established rights.

3. We should be starting our negotiations from the 3-mile line; not from "6 + 6."

4. If Canada is willing to settle the matter of historic rights later, we should have an understanding *now*.

5. If we are pushed out of our historic fishing grounds it will trigger a long economic fight to save what we have left of our livelihood.

6. Seaward extension of soverignty over coastal fisheries will impair the vital Principle of Abstention.

● The Seattle meeting was broadly representative of the Oregon and Washington state governments and legislatures, fishermen and operators; and of the U.S. Bureau of Commercial Fisheries. In interested attendance throughout was Claude Chatillon, Canadian vice consul at Seattle.

Some observers noted that the call upon Oregon's congressional delegation to insist upon a before-Geneva deal with Canada did not come from the governor, state legislature or the Oregon Fish Commission, but from a single legislator, Andrew J. Naterlin, with the concurrence of the Fish Commission's director, A. M. Day.

Beside such expressions as those of Mr. Johansen, keynotes of the meeting were provided by formal protests to the national government, as contained in communications such as: a joint letter from U.S. Senators Warren G. Magnuson and Henry M. Jackson to the Secretary of State; a letter from Governor Albert D. Rosellini of Washington; a telegram from Andrew J. Naterlin, chairman of the Oregon legislature's interim committee on natural resources; and also by statements from Mr. Moore, Washington Fisheries Director; A. M. Day, Oregon Director of Fisheries; and Senator Dick Kink, chairman of the Washington legislature's interim Committee on Fisheries.

The Magnuson-Jackson letter made this point forcefully: "Our government should achieve an understanding with the Canadians before we go to Geneva, and that understanding should preserve the *status quo* on our common fisheries until a mutual agreement can be formulated and signed."

● Attendance at the Geneva Conference by Senator Warren G. Magnuson and Senator E. L. Bartlett of Alaska is anticipated; while Congressman Thor Tollefson of Washington may also attend as a member of the House Committee on Merchant Marine and Fisheries.

Senator Magnuson has arranged for the Senate Committee on Foreign and Interstate Commerce, which handles fisheries affairs, and of which he is chairman, to be represented on the American delegation by a fisheries consultant, who is expected to be Milo Moore, Washington Director of Fisheries.

Other Pacific Coast members of the delegation will be Harold E. Lokken, manager of the Fishing Vessel Owners Association, Seattle; Dr. W. M. Chapman of the Tuna Research Institute, Terminal Island, Calif.; John Wedin, manager, Fishermen's Marketing Association and Northwest Trawlers Association, Seattle.

● Conviction that the United States and Canada expect to discuss the matter of "historic rights" following the Geneva Conference apparently grows out of the publication in Canada of much more candid discussions of the entire problem than have been permitted to be discussed in the American press.

For example, in the Toronto *Financial Post* of Jan. 30, 1960, the statement is made: "Canada has said all along that the question of 'traditional' fishing rights is something for bilateral negotiations, not a matter to be voted upon by an international conference."

And again later in the same article:

"The (U.S.) Administration has decided that a 'six plus six' formula is inevitable, or else something worse may happen, and that the question of historic fishing rights is something that will have to be fought out in bilateral negotiations, rather than written into international law."

Alaska Memorial Favors Territorial Extension

● Alaska opinion on the proper width of the territorial sea appeared to be running on an independent and divergent course as the hour of Geneva approached.

Clearest indication was Senate Joint Memorial 34, introduced in the Alaska Legislature by Senators Ryan and Logan, and passed by the Senate February 15. At time of writing it was in the House, but expected to pass.

The memorial calls upon Secretary of State Herter and Secretary of the Interior Seaton, the Alaska congressional delegation and, somewhat surprisingly, the International North Pacific Fisheries Commission, to give:

> *"Support and advocacy for the extension of United States jurisdiction over the living resources of the adjacent high seas by every legal means available. Your Me-*

morialist supports and advocates both the widening of the territorial seas and the amendment of the Outer Continental Shelf Lands Act of 1953 *to include regulatory control of fisheries or either of them."*

The rather obscure final phrases of the memorial appear to refer to a desire for state authority over fisheries to be extended seaward by Congress to any limit to which national jurisdiction over fisheries might be extended, including such authority over fishing beyond the width of actual territorial seas.

● The "whereas" citations preliminary to the memorial make these points:

"There is a pressing need for conservation of fishery resources, (and) sound and aggressive policy by this nation over the living sea resources lying in adjacent territorial and high seas waters is essential to that need". . .

"The nations of the world are expanding their fishing activities at an alarming rate to meet the needs of their exploding populations.". . .

"Some of the richest, if not the richest, living sea resources in the world lie adjacent to Alaska's coastline.". . .

"The chief economy of this state, both present and future, lies in the continued development of its living seas resources on the principle of sustained yield.". . .

"Other nations, perhaps in violation of international law, are nonetheless claiming national sovereignty in high seas areas along their coastlines.". . .

"The United States can and has claimed title to the continental shelf lands and subsoil under the Outer Continental Shelf Lands Act of 1953.". . .

"It is in the best interests of this nation and its people to secure the continued yield of fish and other living sea resources in perpetuity through sound management and conservation by the adjacent coastal states."

Soviets Suggest 1960 Prohibition Of Far East Pink Salmon Fishing

● Until the Soviet side suggested the desirability of an overall prohibition of Pink salmon fishing in 1960 in the Northeastern Pacific Ocean the annual conference between Japan and the Soviet Union was reserved and confined to a scientific examination of 1959 catch and escapement data.

A sharp note was injected after about a week of meetings when P. A. Moiseev, Soviet deputy chief ocean fisheries research, charged that Japanese fishing vessels in 1959 had been guilty of gross infraction of international regulations, and that the Japanese government attitude toward these offenses had been one of indifference.

From then the meeting took on a more strident tone, the Japanese side finding the Soviet view of the condition of the salmon resource—and particularly with respect to Pink salmon —highly disturbing.

To the time of writing for this report to *Pacific Fisherman* there had been no specific tonnage recommendations advances by either party.

● Closely condensed versions of Soviet opinion as to the condition of Far Eastern salmon resources are reported thus:

1. *Pink Salmon* reproduction in 1958 and 1959 was the worst ever observed. Particularly, the run of Pinks to Kamchatka streams in 1958 was only 10% of that for 1956, as determined by observations on the spawning grounds as well as aerial surveys. Further, a considerable part of the eggs spawned in the Okhotsk Sea area was destroyed by freezing in the unusual cold; while much of the spawn in Saghalien Island rivers was washed out by floods. In this year 1960 fishing conditions are expected to be the poorest of the poor—worse than in 1958. In order to rebuild the resource, severe measures should be taken this year. For this purpose there should be established free passage for migrating salmon toward the streams of the area to the extent of a prohibition of catching Pink salmon in the entire area of the Northwest Pacific ocean.

2. *Chum Salmon* of immature age have been taken by the Japanese in great numbers, and the number of fish of this species injured by high sea gillnets and longline hooks in 1957 and 1958 has greatly impaired the Chum prospect for 1960. The spawning capacity of the Chum population has been seriously affected, and therefore the 1960 run must be expected to be small.

3. *Red Salmon* have also been affected by these same influences, and the population likewise has declined. As the spawning escapements of 1954 and 1955 were very few in numbers, the run in 1960 may be expected to be the smallest of the last 10 years.

● Condensation of Japanese opinion on condition of stocks and expected runs of salmon in Far Eastern waters in 1960 is:

1. *Pink Salmon* in the Northwestern Pacific Ocean are composed of a number of different systems of schools. The Soviets adhere too closely to the theory of poor Pink runs on the even-numbered years. Among the different systems of Pink salmon races there are some which since 1952 and 1953 have been showing in abundance on the even years instead of the odd years. Moreover, in the off years, when the catch as a whole was large, on the order of 150,000 to 180,000 metric tons caught by the Soviet Union and Japan, the catch in even years, although small on the whole, might amount to from 70,000 to 130,000 metric tons. Accordingly in 1960 the expectation should be that the catch will compare with that of the even years since 1952.

2. *Red Salmon* has tended to increase in quantity since the inception of Japan's high seas fishing operations, and the catch has tended to be stabilized since 1955. Therefore it is reasonable to expect in 1960 a catch about on the level of those made in 1956 or 1957.

3. *Chum Salmon* tends to show a dominant year on a 4-year or 5-year cycle. Analysis of the actual results of past years, and especially a study on the condition of the resource in the years 1956 and 1957 — the parent years of the present cycle—fails to show that the species has suffered any depletion from the practical point of view.

● At time of writing this report there was a great deal of discussion in Japan as to the tactics of the two countries with respect to convention waters catch quotas.

Failure of the early sessions to produce any specific proposals seemed to throw the burden of offense upon the Japanese, who were felt in some quarters to be negotiating up from Zero.

Tuna Seiners Continue to Knock 'Em Dead

The Great Yellowfin Bonanza of 1960 continued through February as in January, as the tuna purse-seiners —especially the big converted clippers—broke all records for big loads and short trips.

The U.S. Fish & Wildlife Service's Market News Report stated that as of February 19 the seiners had brought in 9300 tons of tuna, and predicted that the total February catch, through the 29th, would exceed 10,000 tons. Compared with 1500 tons for the first two months of 1959, the 1960 Yellowfin harvest is something to crow about.

The reason for the big catches lies largely in the fact that the fish is being caught by the big newly-converted clippers—large-capacity vessels, using all-nylon nets and power blocks. The Market News Service pointed out that 45% of the purse seine catch up to late February from January 1 had been made by the converted vessels.

Some individual boats chalked up excellent records for short trips. In San Diego, the *Southern Queen,* commanded by John Rippo, converted last year by Diesel Technical Service in San Diego, finished a 16-day trip with a full load. Although the *Southern Queen* is not the biggest seiner on the water, a 16-day trip is a record for the big ones to shoot at.

In San Pedro the *Santa Helena,* reconverted by Fellows & Stewart early in 1959, with Frank Gargas at the helm, made a succession of short trips, her latest being 28 days. The *Helena* is a big boat, the biggest seiner afloat until the *Sun Europa* was converted last month.

According to the Inter-American Tropical Tuna Commission, seiner trips were running usually from 20 to 30 days—which is a lot more efficient and profitable operation than was usual in the old clipper days when trips were closer to 120 days on the average.

Clipper Catch Down

Partly, of course, because there just aren't as many tuna clippers fishing as there used to be, the clipper catch was down below the seiners' harvest. Up to late February, said the Market News Report, the hook-and-line vessels had landed about 6500 tons, compared to 14,200 tons for January and February 1959.

The purse seiners, therefore (including around 20 former bait-boats) had passed the clippers in total catch so far this year.

The converted boats, the Market News Report said, caught 4100 tons in 16 trips, averaging 256 tons per trip.

The big catches were still being made between Acapulco and the Isthmus of Tehuantepec, in lower Mexico. Some catches, not to be compared with the real rich ones, were being netted farther north, near the Tres Marias Islands. In contrast, the usually high-yield waters farther south were producing nothing but Skipjack, and some boats based in South American ports were being ordered to come north to fish, even though their catches are to be delivered to canneries in South America.

Prices Maintain Levels

Prices were not much higher, but they were no lower either. Skipjack was selling generally at $210 to $215 a ton, slightly higher than the $210 straight that generally governed early winter fishing, with Yellowfin bringing a proportionate $250-255. There was some feeling among fishermen that prices ought to be higher, but as this magazine went to press there was plenty of fish to be had at around $210-$250.

Imports were down substantially from 1959. Up to February 13, the Market News reported total imports into California of 7,509 tons of fresh and frozen tuna as compared with 10,714 for the same period of 1959. Washington-Oregon imports were up from 1,758 tons in 1959 to 2,567 tons this year, up to February 13.

"Picaroto" Lost

The clipper fleet lost a big vessel last month when the *Picaroto,* 130 ft.. baitboat, caught fire and went down off Costa Rica. No man of her crew was hurt, all reaching Puntarenas, Costa Rica, safely. The *Picaroto* had been out almost four months, and was said to have had about 90 tons aboard. Built by Campbell Machine Inc. of San Diego, she was owned by Manuel G. Rosa and commanded by Hisashi Yamashita as master. Joe Amaral was fish captain.

Union Fishermen's Co-op To Resume Tuna Canning

● Tuna cannery of the Union Fishermen's Cooperative Packing Co. at Astoria will be reactivated on a year-round basis as the first departure in the company's activities under its new management, Nick Bez told the company's key personnel at Astoria in February. He recently acquired controlling stock in the veteran salmon canning company.

Other developments outlined by Mr. Bez, in addition to the company's traditional function of Columbia River salmon canning, will be the packing of salmon hauled by fast refrigerated truck from Puget Sound at periods of flush fishing there; and the warehousing and servicing of Alaska canned salmon in the Union Fishermen's warehouses at Astoria.

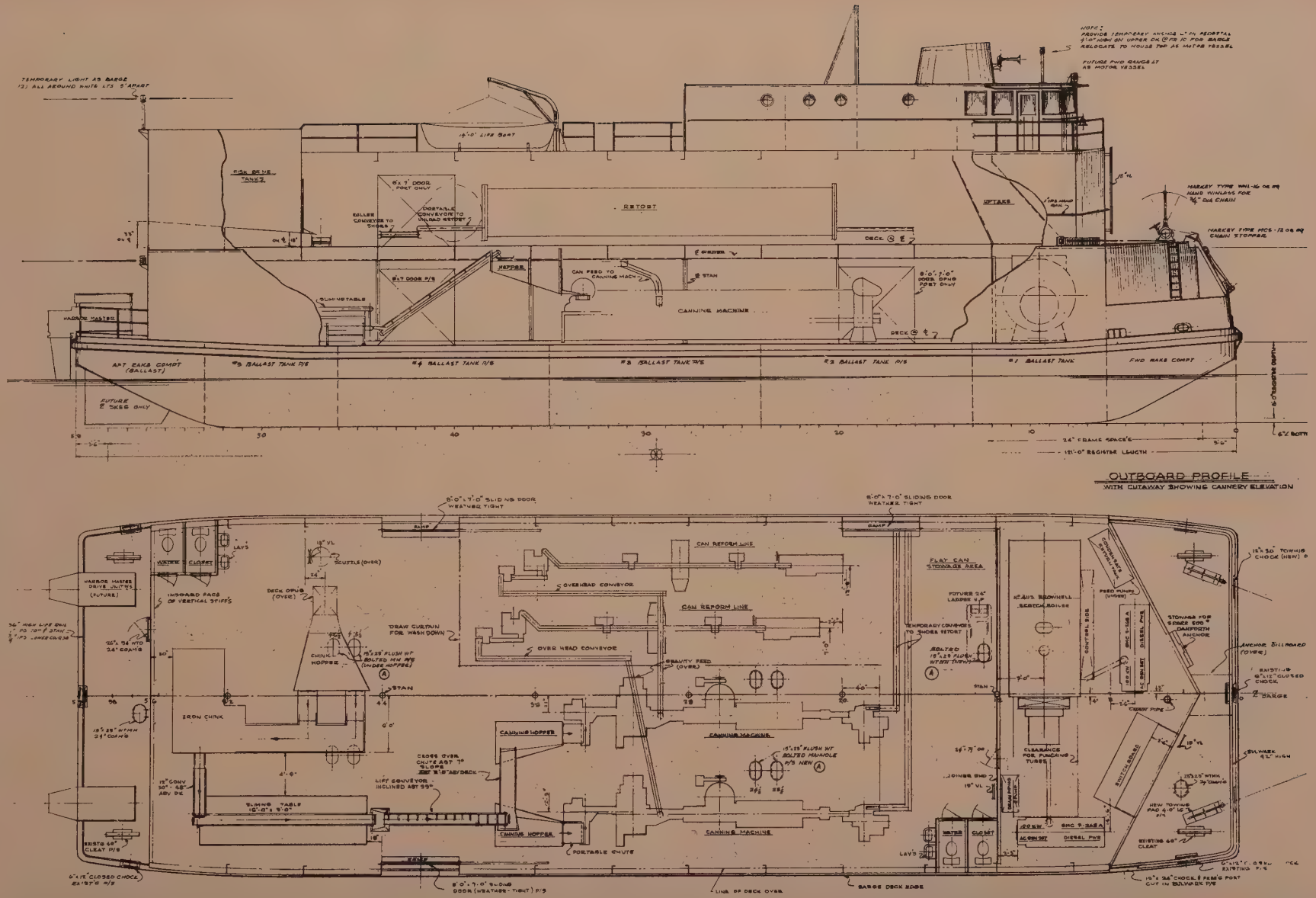
The Astoria plant includes a moderate-sized tuna cannery, but it has not been active for a number of years. In February this department was being put in operating condition and Mr. Bez said it would be in operation this spring.

Tuna supply for the plant will be purchased from Pacific Northwest fishermen when local Albacore are available, and will be supplemented by imports to provide material for a year-round operation geared to the tuna sales of P. E. Harris Co., the marketing agency of the Bez fish-packing enterprises.

Mr. Bez said there would be no change in the company's name, officers or management, Rolf Ostrem continuing as general manager.

Accompanying him from Seattle for the meeting were J. C. Irvine, purchasing agent; Robert E. Graham, vice president and sales manager; Ingvald Staten, superintendent, and John Bez, all of the P. E. Harris Co.

Guests from out of Astoria included A. M. Day, Oregon director of fisheries; Thomas L. McQuaid, Bank of California; and Robert S. Beaupre, Seattle-First National Bank.


TEMPORARY LIGHT AS BARGE
2) ALL AROUND WHITE LTS 5' APART
16'-0" LIFE BOAT
FISH BRINE TANKS
6'-1" DOOR PORT ONLY
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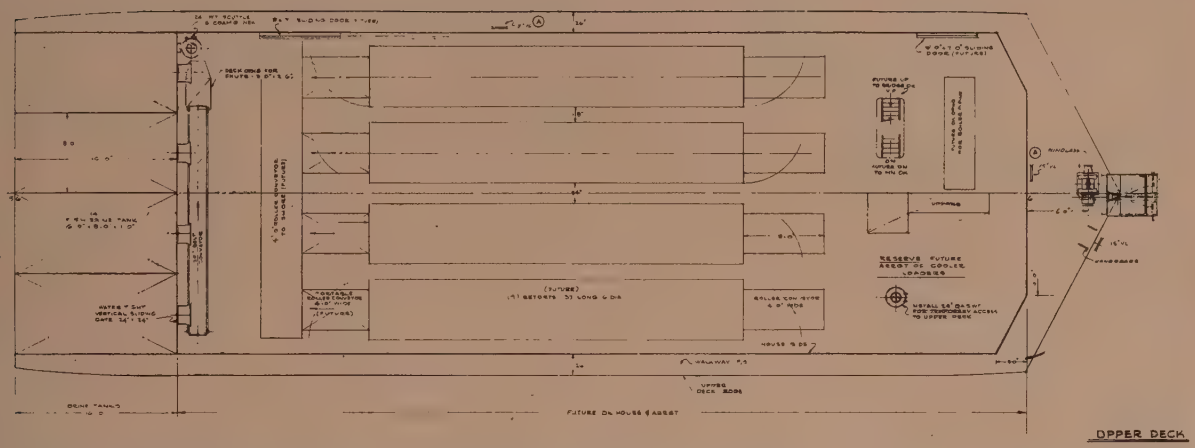
ROLLER CONVEYOR TO SHORE
RETORT
HOPPER
6'-1" DOOR P/S
CAN FEED TO CANNING MACH
CANNING MACHINE
8'-0" 7'-0" DOOR S/P/S PORT ONLY
DECK @ ℄
℄ STAN
SUMP TABLE
HARBOR MASTER
APT BAKE COMPT (BALLAST)
#5 BALLAST TANK P/S
#4 BALLAST TANK P/S
#3 BALLAST TANK P/S
#2 BALLAST TANK P/S
#1 BALLAST TANK
FWD BAKE COMPT
FUTURE ℄ SKEG ONLY
NOTE: PROVIDE TEMPORARY ANCHOR 'L' IN RECEPTACLE 5'-0" ABOVE DK UPPER DK P/S IC FOR BARGE RELOCATE TO HOUSE TOP AS MOTOR VESSEL
FUTURE FWD RANGE LT AS MOTOR VESSEL
INTAKE
FIRE MAIN 6"
MARKEY TYPE MW1-16 OR 19 HAND WINDLASS FOR 3/4" DIA CHAIN
MARKEY TYPE MCS-12 OR 19 CHAIN STOPPER
24" FRAME SPACES
121'-0" REGISTER LENGTH
6'-0" MOLDED DEPTH
6'-6" BOTH

OUTBOARD PROFILE
WITH CUTAWAY SHOWING CANNERY ELEVATION

EXISITG FRAME SPACING - FR 0-1 = 5'-6"
FR 1-58 = 24"
FR 58-59 = 3'-6"

MAIN DECK



Retort Arrangement as planned for the upper deck which will be constructed on the American Packing Co. floating cannery barge **Ampac.** Note the tops of the four fish bins at the extreme left.

AMPAC—

A Mobile Steel Salmon Cannery for Bristol Bay Operation This Season

● American Packing Company is converting a barge into a new floating cannery for operation this spring at Naknek, on Bristol Bay. The design for this conversion, by Philip F. Spaulding & Associates, Seattle naval architects, is illustrated on these pages.

The cannery will represent the extension to Westward of the field of a type of mobile salmon plant pioneered and proven in Central Akaska, and whose advantages are now being applied to the problems of present day operation on Bristol Bay.

The *Ampac,* as she is being called, will be stationed at Naknek, where American Packing Co. carried out some preliminary shore contraction last season. This will serve the floater this season, and then in future will be converted into crew quarters and warehouse.

It will be noted that the ultimate features of the vessel (see outboard profile) include three decks, with the Iron Chink, sliming tables, canning machines, diesel-driven electric generators, and boiler on the main deck; then the retorts, fish brine tanks on the second deck; and the pilot house on the top deck with quarters for eight and galley in the same Texas-deck house.

This is not the appearance she'll have this season, though. The conversion will not need to be done completely for the 1960 fishing season. All that will be undertaken this year will be to construct the main deck house of steel plate, 10′ high to house two Continental high-speed ½-lb. canning lines, with can reform lines on portside (see main deck arrangement) and other equipment.

The hull, 122′ long by 35′ wide, fully compartmented, was formerly the oil barge *WTBCo. No.* 66, owned by Washington Tug & Barge Co., Seattle. The steel hull was purchased by American Packing Co. and will be renamed *Ampac*. The new owners have also purchased the wooden power scow *Jo G.*, an 86′ vessel from Whiz Fish Co., and it will tow the *Ampac* to Naknek. There the *Ampac* will operate tied to the dock, with retorts operating on shore the crew will be housed ashore.

Even though she'll start her fishing career as a non-self-propelled single-deck barge, the *Ampac* will already be a self-contained unit, supplying electrical power from aboard for the canning operation, in which all machinery runs from individual electric motors. Power will originate from a pair of GM 3-268-A diesel-driven 100-kw generators. She will carry a Brownell Scotch boiler, No. 4113, for the re-

Bristol Bay Floating Cannery "Ampac" is shown in plan and profile opposite. The upper deck and bridge deck shown in the profile will not be constructed this year, retorting being done ashore. The craft will be towed to Naknek this season, but in future years will be self-propelled with a pair of outboard diesel "Harbormasters." The plant will be served by one Iron Chink, a 16′ sliming table and two high-speed Continental half-pound canning lines.

torts and the steam will be piped ashore to the retorts this season.

● *Ampac* will be towed back to Seattle in the fall for the second course in her "education" to become a completely self-propelled floating cannery, capable of still more versatile operation in 1961. Steel plate will rise above the first deck to house the retorts in the second deck; and then the third deck will receive the house for galley, crew, and the pilot controls.

The propulsion planned for the *Ampac* is of interest also. Instead of making a complete hull conversion, requiring rebuilding the stern and installing shafts and rudders, she'll receive a pair of Murray & Tregurtha Harbormasters, according to present plans. They will be powered by GM 6-71's of 135 hp. each, giving her a self-propelled running speed of about 5 knots, equal to what her normal speed has been under tow, and quite satisfactory for a vessel whose only self-propelled running will be to and from Alaska operation sites.

The Harbormaster outboard drives for the diesels will have extra advantages. Besides simplifying the conversion, they will operate farther aft, with their propellers behind the area of water turbulence aft of the stern. Since these units can be swung up to horizontal for propeller maintenance, they can be thus lifted out of the water if the power barge must be beached for operation at shore, and yet in propulsion position the propellers will work in ample water, well below the water line. The Harbormaster outboard units offer advantages in maneuverability, first because the propellers themselves can change direction of thrust and second because they are operating farther behind the center of gravity, giving the vessel a shorter turning radius.

● The desire in planning this floating cannery was to have a vessel large enough to carry the two high-speed can lines and additional equipment, yet small enough to tow or handle easily. The idea for this development started with Doug Sheriff of American Packing Co. Advising him were the meming Co. Advising him were members of Philip F. Spaulding & Associates.

Capt. Adrian Raynaud, marine surveyor of Seattle, examined the steel hull and has consulted with the owners in the fitting-out process. Firmin Flohr, of Flohr & Co. Metal Fabricators, Inc., Seattle advised in the layout and his firm is at this writing installing the machinery and building the first-level superstructure. Flohr & Co. is also designing, fabricating and installing all fish bins, conveyors and elevators as well as the sliming table. The lighting and power wiring is being done by another Seattle firm, Cascade Machinery & Electric, Inc.

Salmon Floater "Valkyria" To Operate on Togiak

The steel salmon cannery barge *Valkyria,* owned by Island Seafoods, Inc., Chris Poulson, president, is scheduled to operate at the village of Togiak, Alaska, this summer. This is at the mouth of the Togiak River, most westerly of the streams falling into Bristol Bay from the north.

The barge is equipped with a high-speed half-pound canning line. Local residents will provide the fish supply.

Reports are that the *Valkyria* will be berthed permanently on the Togiak and will not come out after the Red salmon season.

Island Seafoods' products customarily are marketed through Washington Fish & Oyster Co.

Robert Morgan Heads N. W. Salmon Canners

Robert F. Morgan of Parks Canning Co. was elected president of the Northwest Salmon Canners Association at the annual voting in February.

A. L. Rogers, president of Petersburg Processors, Inc., is vice president and Harold A. Daubenspeck, proprietor of Kenai Packers, is secretary-treasurer.

Newly-elected trustees of the association are: Henry J. Emard, president of Emard Packing Co.; J. E. Brennan, president, Haines Packing Co.; Eldom L. Grimes, superintendent, Hydaburg Cooperative Association; Frank Wright, superintendent, Pelican Packing Co.; J. J. Lind, vice president, Alaska Year-Round Canneries Co.; J. A. Hanover, vice president, Egegik Packing Co.; and William Hingston, superintendent, Washington Fish & Oyster Co.

Wakefield Leases Whitney Plants at Seldovia

Wakefield Fisheries of Port Wakefield, Alaska, in January leased the Whitney & Co. cold storage, crab and shrimp canneries at Seldovia, Alaska, and moved immediately to activate them as an expansion of the Wakefield operations in Alaska King crab, a field in the industrial development of which the firm is the pioneer. It already has shore operations at Port Wakefield, on Raspberry Strait, and at Sand Point in the Shumagin Islands, as well as floating operations based on its processing vessels *Deep Sea* and *Reefer King.*

The Wakefield fleet went north earlier this year than ever before, all the vessels, with two additions, being away from Seattle before the middle of January.

Alaska Marine Foods Enters Shrimp Canning

Alaska Marine Foods late in 1959 opened a 4-Peeler shrimp cannery at Seward, putting up a substantial pack during a two-months operation before shutting down for the mid-winter. Early spring resumption was planned.

Principals in the company are Donald W. Close, Seattle and Alaska electrical contractor and businessman; Gene Craig, partner in his Alaska operations and Dick Sweezey, cannery manager and superintendent.

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PACIFIC FISHERMAN'S NEWS

MARCH 1960

No-Quota Far Westward Halibut Period And Mid-Sept. Extra Season in Area 2 Declared by International Commission

● A no-quota halibut season in Area 3B, running from April 1 until the closure of Area 3A; and a mid-September no-quota second season for Area 2, were the two principal features of the 1960 halibut regulations adopted by the International Pacific Halibut Fisheries Commission at its annual meeting in Seattle late in February.

This will provide strong incentive for the largest vessels to fish the far Westward grounds early in the spring.

Thus the extended no-quota system to Westward provides a premium for fishing in the sensitive area where it is particularly desired to provide comprehensive migration and rate-of-catch data from tag recoveries.

● The mid-September no-quota season in Area 2, to run for a period of one week from Sept. 11, falls somewhat later than these extra seasons have been timed in the past. This is evidently for the purpose of applying this later fishing to a stock perhaps unfished in previous years.

The Area 3A catch quota for 1960 is set at 30 million pounds, with a quota of 26.5 million pounds for Area 2, in addition of course to the catch made during the seven days of the second season in that area.

● Departing from its practice of many years, the commission announced that the 1961 annual meeting will be held in Prince Rupert, instead of in Seattle.

Elected chairman of the commission for 1960 was A. W. Anderson, representing the United States.

While the second-season "crop" of halibut has declined in the few years of its exploitation, the Staff pointed out that earlier years of high yield were due to the fact that here were virgin stocks of halibut which have now settled down to produce a yield which can be sustained from year to year.

The commission staff was able to use many new and graphic tabulations at this annual meeting, developed from its lengthened experience. These gave an ever-clearer picture of the halibut resources to the 70-odd industry representatives who attended the opening session. That picture was of a general upward trend over the past thirty years, a trend now leveling off somewhat as the full *sustained* yield is realized, and as the scientists, the Commission, and the industry cooperate to learn the real story of the halibut more intimately.

● The meeting was the first for a new member of the commission, A. W. Anderson, assistant director, U.S. Bureau of Commercial Fisheries, who succeeds Seton Thompson, regional director of the B.C.F. resident in Florida.

Other members of the commission are: Dr. William Sprules, Ottawa, chairman; Richard Nelson, Vancouver; Harold Hellman, Prince Rupert; William Bates, Ketchikan; and Capt. Matt Madsen, Seattle.

1-to-a-Customer Alaska License Plan is Studied

● Fisheries legislation pending before the Alaska legislature and of the widest general application to the industry would require that fishing licenses be issued only to the individuals by whom they would be exercised.

This would make it necessary for each individual fisherman to apply personally for the license he would use; and would eliminate the possibility of a company securing licenses for the gear which would be fished for it.

The measure passed the House readily, but at time of writing was being held in the Senate Judiciary Committee.

The prospect of delay was viewed with some alarm because as the present law stands applications for 1960 salmon fishing licenses must be filed not later than April 15. Passage of the measure, with the necessity of having all fishermen licensed personally by that date would impose a considerable problem on preparations for the season.

Among other items before the Alaska legislature which directly affect the fishermen is one which would request the Department of Fish and Game to permit experimental gillnetting in areas of Southeast Alaska currently closed to this form of gear.

● Another measure before the Alaska legislature and relating to fishing license procurement would require that applications for commercial fishing li-

Fast Thinking on the Part of John Britschge Saves Nelson Miles

John Britschge, crewman on the crab boat *Shark* recently was credited with saving the life of crewman Nelson Miles of the ill-fated crabber *Tommy Lee,* which capsized and sank at the Humboldt Bay entrance last month.

Bernard Ostfeld, owner and skipper of the sunken craft said Mr. Britschge plunged into the icy and churning waters off the south jetty to rescue Mr. Miles, floundering in the sea without a life jacket.

"I grabbed a fish box which had been thrown overboard," Mr. Ostfeld said, "but Nelson had nothing to hang on to." Mr. Britschge, he stated tied a crab pot rope to a life preserver, put the life preserver on and swam to Mr. Miles aid. All were pulled aboard the *Shark* by skipper Ralph Ramsey, Fields Landing.

After overturning, the *Tommy Lee* went on to the south jetty wall, was battered on the rocks and sank.

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PACIFIC FISHERMAN'S NEWS

MARCH 1960 Volume 58 Number 4

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censes should be "made in person by the person to be licensed"; and that the application "in person" must be made to the Alaska Fish and Game Commissioner in Juneau, or to his deputies in the registration area in which the applicant will fish.

Applications would have to be filed between Jan. 1 and April 15 of each year. The bill, if passed and signed, would be effective Jan. 1, 1961.

In that event all non-residents planning to fish in Alaska also should plan to make a personal trip to Alaska each spring.

New S. O. Fuel Dock

Standard Oil Co. has a new diesel fuel dock at Pier 43, San Francisco, especially for larger boats. The new facility serves as an auxiliary to Standard's Fishermen's Wharf marine service station.

Control of High Seas Fishing Proves Problem for Alaskans

● Control of fishing operations outside of state waters, and the extent of the state's control seaward became problems for the Alaska state legislature this spring.

First question arose in connection with the heavy King crab fishing off Alitak. The new Alaska fishery regulations provide that in the Kodiak district a King crab fishing boat may not (1) operate more than 30 pots; (2) fish by means of a trawl.

Charge was made that operations outside territorial waters off Alitak were being conducted by means of trawls, and that single vessels working on the high seas were running more than 30 pots.

In an effort to counter, the Alaska legislature took up a bill designed to meet an emergency situation by providing that crabs, shrimp or fish taken outside the territorial waters of the state might not be brought into state waters if they were not taken in accord with the Alaska regulations.

● Another question involving territorial waters has to do with jurisdiction over Shelikof Strait beyond the three-mile limit. The Alaska attorney general is understood to have ruled that Shelikof Strait was in effect an extension of Cook Inlet, long recognized as an "historic bay"; and that therefore state jurisdiction prevailed over the waters of the state as far west as a line from Cape Ikolik, the western extremity of Kodiak Island, to the mainland of the Alaska Peninsula.

El Salvador Shrimp Fleet Near 50 Boats

Fishing operations in El Salvador's marine waters, largely concentrated on shrimp catches for export to the United States, continued to expand into early 1960. Until July, 1959, the Government limited the number of licensed trawlers to 17 units as a conservation measure. Since the economic benefits of increased fishing were obvious and little was known about the actual level of the shrimp population, the Government later acceded to investor pressure and raised the limit to 50 vessels.

Recent additions to the fleet, which is now close to full strength, include American-made diesel craft between 45 and 65' long, with double rigs.

New Engine Installations

Mansell Marine, Tasco Ford marine diesel engine dealer, San Diego, is installing a Tasco Six engine in a fishing boat, according to S. J. McKeeman, Thomas A. Short Co., Oakland, Calif.

Lyman Repair Service, Eureka, Calif., Tasco dealer is installing a Tasco six in a fish boat also.

31st Ballard Fishermen's Services Are March 13

The thirty-first annual Fishermen's Festival will be held in Seattle at Ballard First Lutheran Church March 13. This annual event brings together hundreds of fishermen and their families in worship service of prayer. Just prior to the opening of the fishing season, divine blessing and guidance is thus invoked on behalf of those who are engaged in the fishing industry.

Officials of the state and the city have been invited again this year to bring official greetings. Spokesmen will also participate representing the fishermen and their families. Dr. O. L. Haavik, originator of the Festival 31 years ago, will participate.

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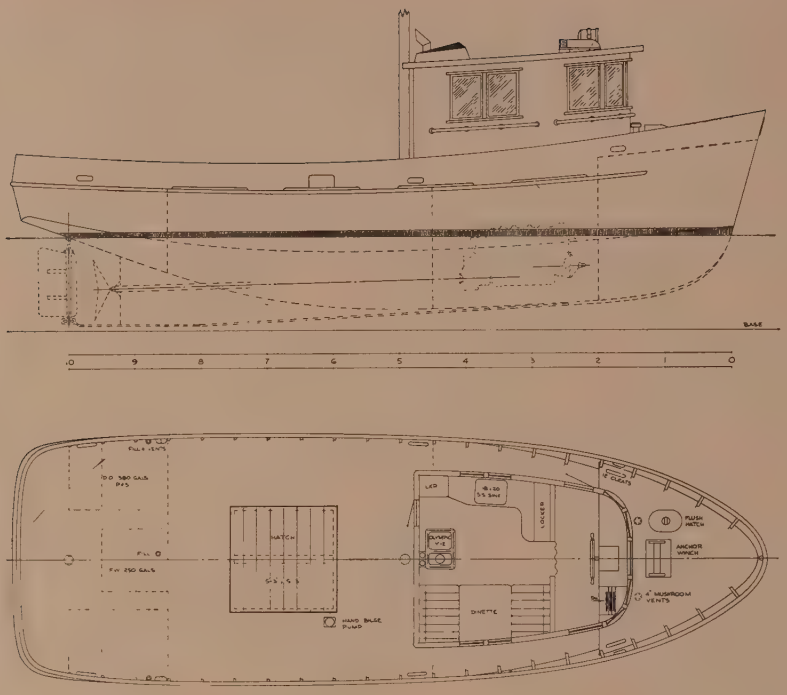

B.C. Steel Combination 40-Footer Low in Cost

● Particularly interesting for its low cost and versatility is a 40′ steel combination fishing boat built in British Columbia for E. Juda of White Rock, who will use the craft first for fishing bottom fish for mink feed.

Mr. Juda powered his craft with a General Motors 5-71 with 3:1 reduction gear turning a 40″ wheel.

For light weight and quietness, the deckhouse is of conventional wood and plywood construction. The deckhouse is unusually large with a roomy galley and dinette. The forepeak is fitted with two berths and a head.

The most interesting feature is the V-bottom steel hull with developable surfaces in the forward portion of the bottom. Such a hull can be built at a minimum cost for material and labor by a small welding shop. About 17,000 lbs. of steel, mostly 3/16″ plate is required. Frames are all transverse 2½″ x 2″ x 3/16″ angles. The 3/16″ plating is clamped directly to the frames and will fall into place everywhere except for a small area of the forward topsides, where several joints are required to make up the flare. A flush deck starts from 8′ aft of the bow and extends to the transom. Fuel and water tanks are built into the hull.

Plans for the boat were drawn by John Brandlmayer, Vancouver naval architect, who points out that the craft follows the modern trend toward great beam to provide sufficient stability to operate almost any kind of fishing equipment which a vessel of this length could carry. Ease and economy of construction was a prime consideration in development of the design.

Columbia River Salmon Fishing Seasons Set

Agreed upon by the Oregon Fish Commission and Milo Moore, Washington director of fisheries, salmon fishing seasons for 1960 on the Columbia River west of a line five miles below Bonneville Dam will run from noon to noon on the following dates, with weekly closures as detailed hereafter:

February 15 to March 1.
April 30 to May 27.
June 16 to July 15.
July 29 to August 25.
September 15 to October 14.
October 25 to October 31.

Weekly closures, May 2 to Aug. 1, Saturday noon to Sunday 6 p.m.; August 2 to August 25, Friday 6 p.m. to Sunday 6 p.m.; Sept. 15 to Oct. 31, Thursday 6 p.m. to Monday 6 p.m.

Gillnet gear maximum length is set at 250 fathoms.

George Johansen Again Heads Alaska Fishermen

Alaska Fishermen's Union will again be headed by George Johansen as secretary-treasurer, as result of his being unopposed in the annual election. His assistant, Swan Lundmark, also is unopposed. The men have served the AFU in these positions for nine and eight years, respectively.

AFU port agents unopposed in the election include Jack Wood, Bellingham; Swan Ohman, Portland and Astoria; Abe Lehto, San Francisco.

Oscar Ericksen and Harold Gudemansen are competing for port agent at Ketchikan.

Johansen, Arnold Roswick, Seattle, and William Lehto, San Francisco, were nominated without opposition as members of the AFU pension committee.

On the AFU policy committee there are seven nominations for the three Seattle positions: Arnold Roswick, Dick Shaw, Rasmus Mikkehaug, Henry Gruntman, Fred Hegre, Norman Asbjornsen and Walter Kamshak. Oscar Rodin, Bellingham, Eino Moilanen and William Lehto, San Francisco, were nominated without opposition for the policy committee.

Wittig and Graham Are Pension Trustees

With the liquidation of Alaska Salmon Industry, Inc., W. C. Arnold and Walter Sharp, former ASI staff members, resigned as trustees of the Alaska Fishermen's Union pension and health and Welfare fund; their places being taken by A. W. Wittig and Guy V. Graham, who are working with the other trustees and Jack Coffey, manager, in handling the funds.

Mr. Wittig and Mr. Graham are both now retired after many years of leadership in the salmon canning industry of Alaska, Mr. Wittig as head of the Port Ashton Packing Co. and Mr. Graham as vice president of Lib-Libby, McNeill & Libby and general manager of the salmon department of that company.

Cresci Dies on Boat

Tony Cresci, 43, well known San Francisco fisherman dropped dead of a heart attack while he was cleaning out his trawler *Giuseppe Maria* at Fishermen's Wharf.

Mr. Cresci was skipper and managing partner of the *Giuseppe Maria,* and had been for the past five years. The boat fishes for Harbor Fisheries, Fishermen's Wharf. Captain of the boat is now Joe Amato who used to fish for A. Paladini, Inc.

Mr. Cresci leaves a wife, three children, four brothers and four sisters.

STANDARD ENGINEER'S FIELD REPORT

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John Genovese, (above) Captain of purse seiner MV Endeavor, reports, "We've used RPM DELO Oil for over 10 years without having a piston ring stick or clog. At time of last engine inspection there was no carbon build-up, no sludge or deposits of any kind. We are thoroughly satisfied with the performance of RPM DELO Oil." Main engine of the 86-ft. Endeavor is a 250-hp Enterprise diesel.

MV Endeavor, carries crew of 12, stays out as long as 90 days on fishing trips into Mexican waters...goes as far South as Peru. She has capacity for catches of 110 tons of tuna, 150 tons of sardines or mackerel. Auxiliary power for refrigeration is supplied by a Caterpillar engine which also uses RPM DELO Oil.

Why RPM DELO Oils reduce wear—prolong engine life

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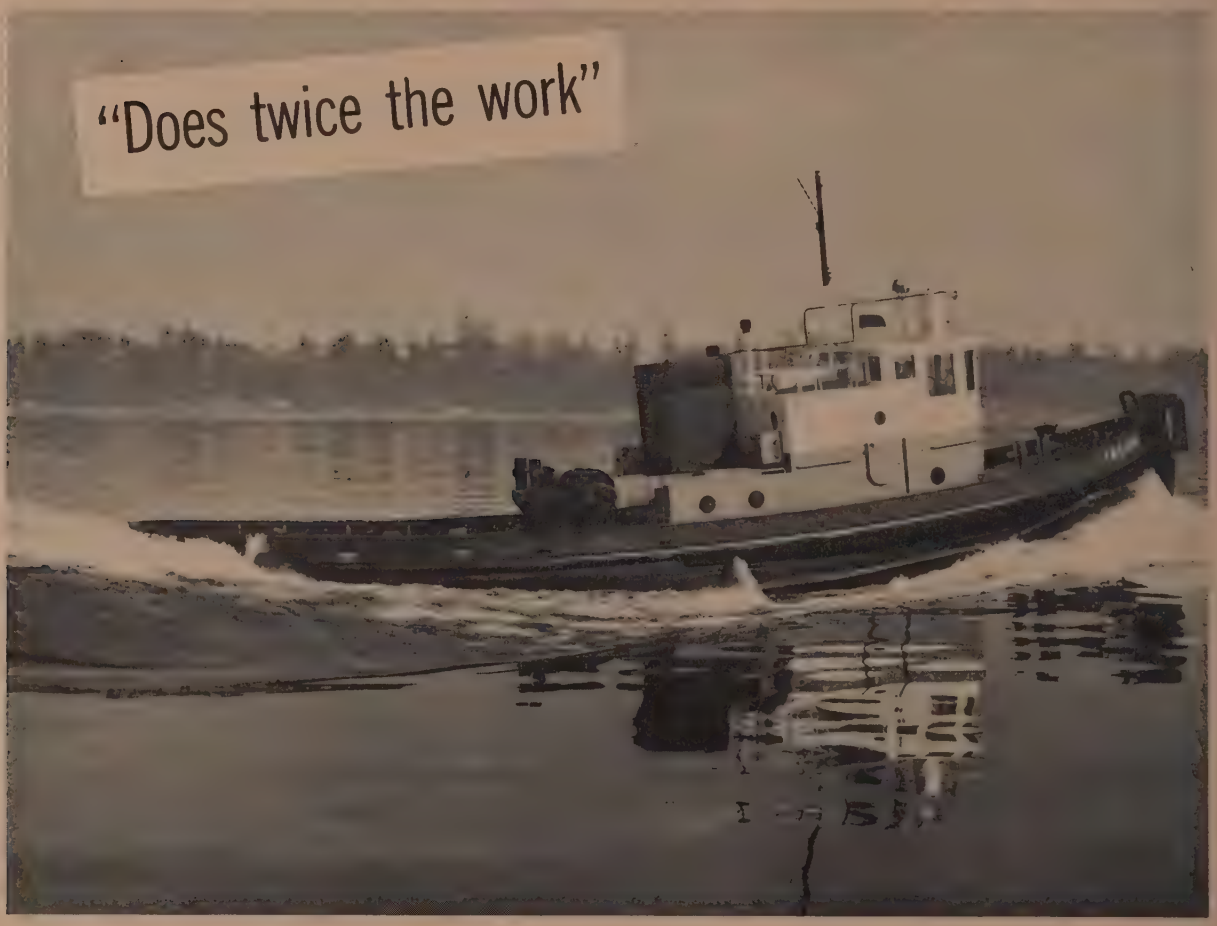

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Talk to him some more about this 65-foot tug and he'll also tell you: "That *Trojan's* a highly maneuverable tug, something its skipper really appreciates when it's doing ship work. It will pick up an empty scow at nine in the morning—tow it 28 miles to the gravel pits near Steilacoom—return with a 1,200-ton load of sand and gravel and resume harbor towing—all in the same day."

And Mr. Lauritsen adds: "This GM Diesel-powered tug is very seldom down for any maintenance work—certainly you can call it a 'high-production' tug. It's practically foolproof and trouble-free, which means more productivity."

Enough said? Isn't that what you'd like to be able to say about your boat? If you can't, better see your GM Diesel distributor today—he's in the Yellow Pages under "Engines, Diesel."

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Japan Mounting Gigantic Operation in Bering Sea

● Bering Sea bottom fishing operations of the Japanese this season will see four motherships and a total of 105 large trawlers fishing for them. Proposal of Kenjiro Nishamura, chief of the Japan Fishery Agency to utilize some of the salmon fishing vessels of the high seas fleet in this trawling operation was rejected by the salmon industry, and the idea is said to have been withdrawn.

Details of the four operations follow:

1. *Renshin Maru,* 13,000 gr. tons, owned by Hokuyo Suisan K.K., newly remodeled and equipped with two Atlas fish reduction units. To be served by 25 trawlers.

2. *Kin-Yo Maru,* 9,200 tons, the vessel which pioneered the Bering Sea fishery in 1958, now in her third year; also the property of Hokuyo Suisan K.K. She is equipped with twin Atlas plants and will be served by 25 trawlers.

(NOTE—The Hokuyo Suisan K.K. combined operation has a target of 30,000 metric tons of fish meal and 3,700 metric tons of frozen fish for the 1960 season.)

3. *Soyo Maru,* 10,900 gr. tons; owned by Taiyo Gyogyo K.K., newly built for reduction ship purposes and equipped with two Atlas reduction units, giving her capacity to handle 500 tons of fish daily. She will be served by 30 trawlers and the operation has as a 1960 target: 12,000 tons of fish meal; 2,500 tons of frozen fish; and 3,000 tons of special grade fish solubles. In addition to the usual reduction equipment, *Soyo Maru* is equipped with ultra-speed Sharples-type super-centrifuges for specialized purposes not fully disclosed.

4. *Gyokuei Maru,* 12,000 tons, owned by Nippon Suisan K.K., and newly remodeled for fish reduction service, similarly is equipped with twin Atlas units, and will be served by 25 trawlers. Her target is 12,000 tons of fish meal, plus 4,000 tons of frozen foodfish.

● Special interest attaches to the adequacy of the four vessels' equipment for freezing and storing frozen fish for food. The halibut industry in Canada and the United States has indicated some concern lest the Japanese operations prove to bear heavily upon halibut stocks of North American origin, which fishing interests of those nations consider clearly included under the abstention provisions of the International North Pacific Fisheries Convention.

Sal Tarantino Passes

The many friends of Salvatore F. "Sal" Tarantino, 73, were shocked to learn of his sudden death from a heart attack last month.

Mr. Tarantino was one of the founders of F. Alioto Fish Co., San Francisco, one of the largest and best known fish companies on the Pacific Coast. He was secretary-treasurer of the company.

Fibreboard Names Manager For New Hawaii Plant

Appointment of Benjamin V. Giuliani, 23-year veteran in container plant management, as Plant Manager for the new Hawaii Container Plant of Fibreboard Paper Products Corporation is announced by Allen C. Wilcox, general manager, Hawaiian Packaging Division.

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SINCE 1903

Japanese Winter Albacore Season Is Satisfactory

● Japanese winter Albacore fishing during the season now nearing its close has produced very fair results for about 120 vessels engaged. These include bait boats fishing Albacore by means of pole-and-line, with about 50 longliners of the smaller class also engaged..

They have been working a belt running easterly from Japan, an area which formerly attracted hundreds of vessels at this season.

Operations opened in December with very fair fishing, in sharp contrast to that of a year previous. The catch was landed continuously at Kensennuma, Onagawa, Shiogama, Nakaminato, and some at Yaizu and Shimizu. The port of Misaki at the entrance to Tokyo Boy has been receiving the larger-sized Albacore delivered from operations in the Indian Ocean.

The landed price has been firm at Y120 per kilo (about 15.3¢ per lb.) under active buying from the canneries everywhere, but in February some easing in demand and price was manifest. However, the skippers of vessels who had been dubious of the season's results were delighted by the fishing and markets experienced in December and January, which did much toward compensating for the failure last summer.

Fishing as well as price was slackening at time of writing in mid-February and the industry generally was of the opinion that production for the season would not attain the average of the winter seasons of a few years ago.

Albacore fishing was expected to be suspended in March to enable the boats to be overhauled in anticipation of the Skipjack season.

San Pedro Fishermen's Union Re-Elects Royal

John J. Royal last month was re-elected secretary-treasurer of the Fishermen's Union, ILWU, Local 33, San Pedro, Calif.

The results of the balloting, which extended over several days, were announced by John Gega, chairman of the balloting committee.

John Budrovich was elected president for the year. August Zuanich was named vice-president, Frank Burcina business agent, and George Stambuck Sergeant-at-arms.

Elected to serve as trustees were Anthony Zuvich, Mr. Zuanich and Caniel Bozin.

The executive board for the coming year will consist of Domenic Lieubetich, Paul Serka, Nick Uglesich, Mr. Zuanich, Sam Babajiko, Anthony Zuvich, Andrew Fiamengo, Steve Setka, John Marinkovich and Mr. Bozin. Paul Serka was named chief patrolman.

The union regretfully announced the retirement of Mel Kolumbic as business agent. Mr. Kolumbic some time ago declared his intention not to run for re-election as business agent.

Southern California Domestic Tuna Deliveries

Cumulative totals for 1960 through Feb. 13, in tons, as reported by U.S. Market News Service

	Albacore	Bluefin	Skipjack	Yellowfin	Bonita, etc.	Total
Clippers and Albacore Fleet	...	...	3,621	3,033	...	6,654
Purse Seiners	110	865	6,627	17	7,619
Total 1960 through Feg. 13	110	4,486	9,660	17	14,273
Total 1959	88	6,417	6,600	112	13,217
Total 1958	4	41	6,916	7,382	51	14,390

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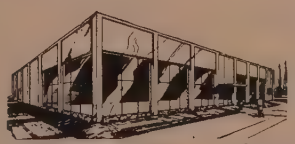

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Halibut Buying Practice Modifications Expected

Halibut buying practices in Seattle may be expected to undergo some modification as result of a discussion between representatives of the buying firms, the Fishing Vessel Owners Association and the Deep Sea Fishermen's Union.

The conferences examined a number of proposals designed to eliminate friction in halibut trading.

Expected changes in practice include:

1. Exclusion of minor blemishes as a basis for degrading halibut otherwise acceptable as No. 1. Size of blemish will be related to that of the fish in question.

2. Scales will be provided at the point of grading to permit prompt and easy checking of individual fish whose grade weight may be in doubt.

3. Rolling equipment in which fish are weighed to be of uniform weight among all plants in the port where it is possible to bring about such uniformity; and where it is not possible the tare weight of the wagon will be plainly marked on it.

The meeting also discussed the 2% deduction for ice and slime and the 12% for heads where the fish are sold head-on. No immediate change is anticipated on these points. On the Seattle markets the vessels have the option of heading their own fish upon delivery or of accepting the deduction.

78′ Steel Combinations To Fish for A.-B.C.

One of the largest steel fishing vessels to be built in British Columbia was recently completed at the A. C. Benson Shipyard, Coal Harbor, Vancouver—the 78′ *Dominator,* to be operated by Monarch Fishing Co., for Anglo-B. C. Packing Co. as a combination seiner and halibuter.

Owners are Bill Logan, Ken Abbott and Sid Winberg.

Dominator is of double-chine construction, and power plant consists of two GM 440-hp. diesels working in tandem. Fish hold, insulated by Styrofoam, has a capacity of 150-160 tons. Main deckhouse is of steel plate with wood exterior. Hull plates are 5/16" steel and decks and bulkheads of ¼" steel.

The vessel has a wide range of modern equipment, including Kaar radiotelephone, loran by Sounder Sales & Service; Calvin Hughes sounder, Sperry automatic steering and G.M. auxiliary engine.

Provision is made for fuel tank of 8000 gal. capacity, with 2,000 gal. water tank.

Dominator is the first of two steel fishing vessels being built this winter by the Benson yard. The second is for Swiftsure Fishing Co., in which Bob Karliner, Ken Munro and Harry Thomson are partners. It will also fish for Anglo-B.C. Packing Co., and GM 440-hp. diesels will supply the power.

New Oregon Boatbuilder Plans for Tuna Boats

A new boatbuilding firm, Whipcraft Boat Builders, is constructing a wooden 55-foot cruiser near Reedsport, Ore., and reports plans to build two steel-hulled tuna vessels at the same location, on Bolon Island, between Reedsport and Gardiner, Oregon. Head of the new firm is Mel Whipple of Eugene.

Alaska Fishermen's Union Joins With Seafarers

Membership of the Alaska Fishermen's Union by an overwhelming vote decided to affiliate with the Seafarers' International Union, and the charter was installed Feb. 12 by John Hawk, secretary-treasurer of the S.I.U. in San Francisco.

The vote was reported as 586 to 28 in favor of the affiliation.

Nick Kulgis is Fined In False Weight Case

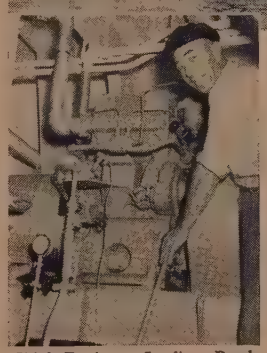
Nick Kulgis, one-time secretary-manager of the Otter Trawlers Union and Fishermen's Marketing Association, and recently a weigher for the Main Fish Co., Seattle, was convicted and fined $200 on a false-weight charge in January.

The case grew out of action taken by Capt. Carl Serwold of the schooner *Tordenskjold,* who seized Kulgis' scale weights when he suspected his fish was being short-weighed. Capt. Serwold testified that the iron weights had been bored and the holes filled with lead. He said this had produced a shortage of 375 lbs. in the first five buckets of the *Tordenskjold* delivery.

Trawl Fishing Agreement Ends Winter Tie-Up

Extended tie-up of a considerable portion of the Puget Sound and Columbia River trawl fleets ended so far as the former area is concerned with the February agreement between the Otter Trawl Division of the Alaska Fishermen's Union and the Fishermen's Marketing Association and the Northwest Trawlers' Association.

The 130-foot menhaden seiner, "Little Gull", owned by Fish Products Co., Lewes, Delaware.



Chief Engineer Sterling Bowles of Reedville, Virginia.

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"Our 2-cylinder Lister-Blackstone diesel powers a 10 kw generator for standby use, and believe me, I'm glad she's such a dependable engine. We simply must have reliable auxiliary power and we've got it," continues Mr. Bowles.

"The 'Little Gull' has seen ten years' service in menhaden fishing—and the Lister was original equipment. It has been very trouble-free, with no downtime during all those years—normal maintenance only. Our Lister is very easy starting and economical too."

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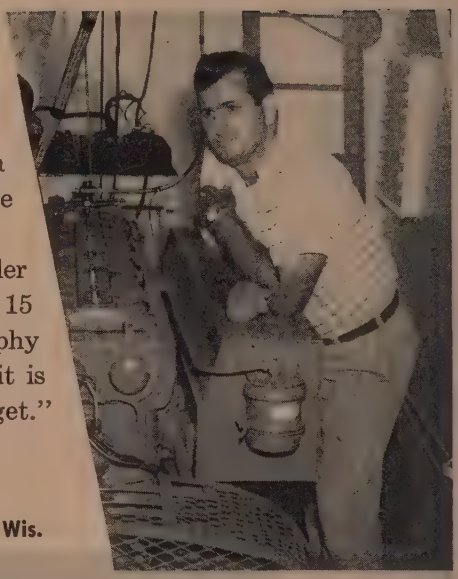
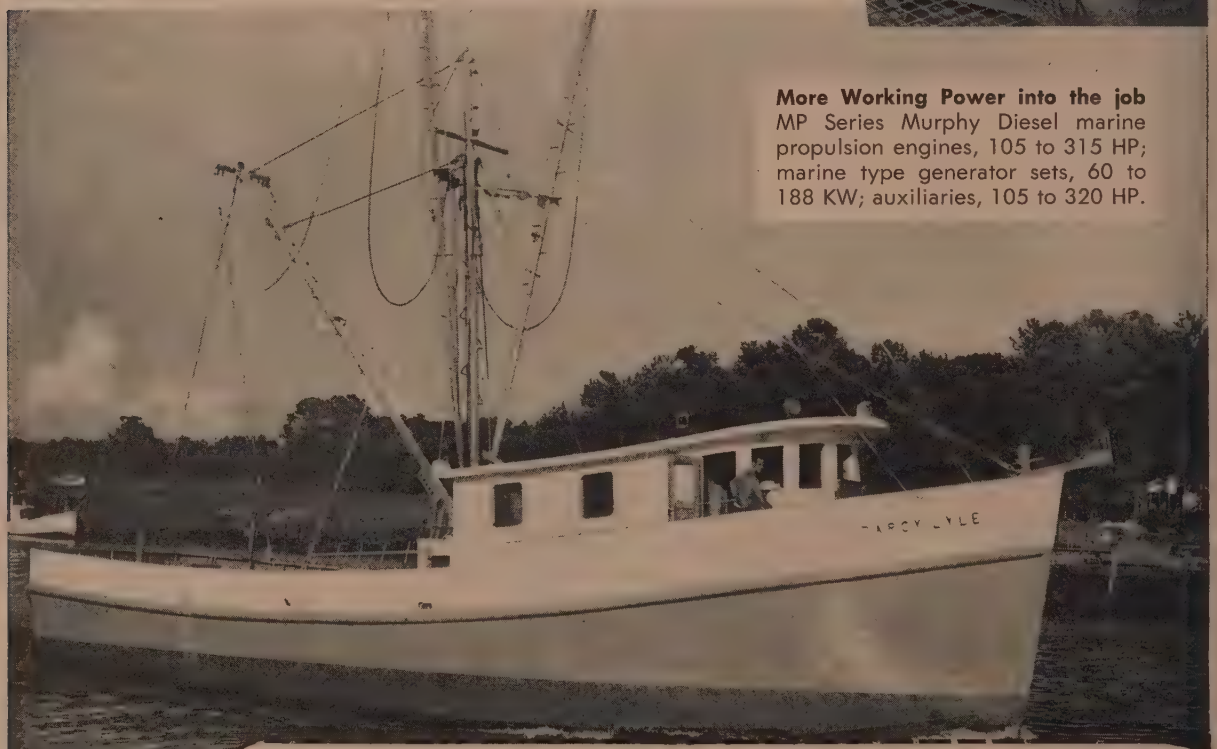


"Naturally, I chose a Murphy for my new trawler, after 7 years aboard the trawler *Cynthia Marie*, powered with a Murphy Diesel that gave me more than 45,000 trouble-free hours of perfect running.

"My 65-foot *Darcy Lyle*, the first all-steel shrimp trawler built for fishing in Louisiana waters in the past 10 or 15 years, is powered with a 227 HP (continuous) Murphy Diesel. The Murphy is a real 'heavy.' I like it because it is most economical and about as trouble-free as you can get."

Can you be this sure of dependable, economical power in your boat? You certainly can! See your Murphy Diesel Dealer today!

MURPHY DIESEL COMPANY, 5301 W. Burnham St., Milwaukee 19, Wis.



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La PINTA—

A Product of Thought, Design, Engineering, Construction and Equipment, Especially Conceived for Service in Chile

● *La Pinta,* first of a class of three 54′ steel combination seine-and-trawl fishing craft for Chile, is on her way south aboard the Norwegian motorship *Evanger.*

La Pinta is a product of the thinking, design, engineering and construction of Marine Construction & Design Co., Seattle, whose president, Peter Schmidt, returned late in February from several weeks in Chile, where his company is establishing facilities to serve the growing and modernizing fishing industry.

Talcahuano is the port where *La Pinta* and the fleetmates which will follow will be discharged. Her first fishing will be seining for anchovies and other school fish, but she can readily be converted to bottom fishing for merluza—hake—and other species abundant in the Peruvian Current which sweeps the west coast of South America below the Equator.

Design of *La Pinta* was developed by Mr. Schmidt and the "Marco" architects and engineers specifically to meet the needs of the Chilean fishery. She will be admirably equipped, and will carry 50 tons of fish. Among the items which distinguish her are her 671-E General Motors diesel, driving a Coolidge 50 by 36″ wheel through Monel shaft and 4.5:1 reduction gear; and with hydro-start equipment.

Net handling is by a 24″ Model A Puretic power block, hydraulic driven by Vickers pump and motor. Main deck gear item is a "Marco" combination purse-and-trawl winch of new design—the first of its type made by the company. "Marco" combined anchor and topping winch.

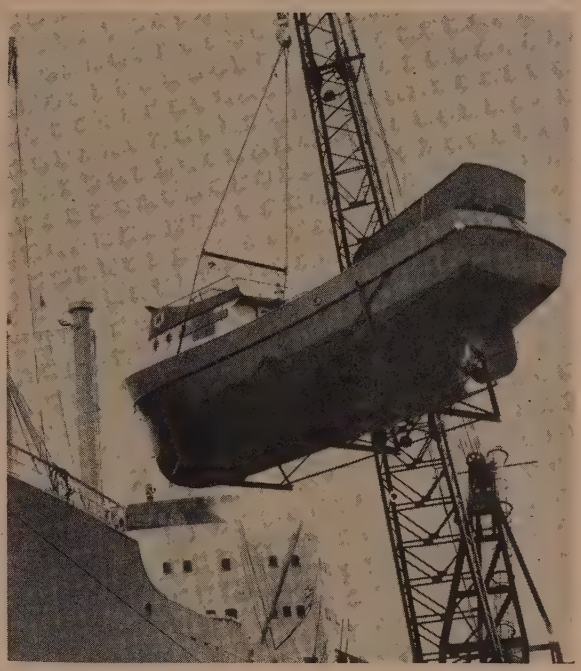
Seine skiff is also of "Marco" design and construction, 17 by 9′ and rendered non-sinkable with flotation cells. Power is a 4-cyl. Ford diesel industrial package provided by Pacific Fishing & Trading Co., Seattle.

This unit, which has proven widely popular for seine skiff power, requires no through-hull connections, as cooling is handled by a radiator as a part of the industrial package so admirably adapted to marine use.

Instrumentation is unusual for so small a fishing vessel and includes, beside an Apelco radiophone from the Northwest Instrument Co., a Kelvin and Hughes "white-line" bottom discrimination sounder and fish finder. This instrument and its employment were discussed comprehensively in an article "Echo Fishing—and Chart Interpretation" by R. G. Haines, R.N. (Retd.), technical officer of Kelvin & Hughes, London, which appeared in *Pacific Fisherman's* special issue of August, 1959, devoted wholly to the subject of "Electronics in Fishing."

Another noteworthy item in *La Pinta's* equipment is the "Capac" electrolysis control system manufactured by Engelhard Industries, East Newark, N. J., and installed by "Marco." This equipment is expected to prove of the utmost benefit to steel vessels operating in the tropical fisheries.

La Pinta represented a 53-ton lift when she was put aboard the *Evanger* by derrick barge *Foss* 300. The accompanying picture shows the steel cradle which was welded to *La Pinta's* hull in the "Marco" drydock. The fishing boat, with her integral cradle, was towed to the *Evanger's* berth for loading.



Loading for Chile, the 54′ steel fishing vessel "La Pinta" being hoisted aboard the Norwegian motorship Evanger. Designed and built by Marine Construction & Design Co., Seattle, expressly for Chilean service in seine and trawl fishing, the craft, she is fitted for service where conditions are trying and demands heavy. Two other sisterships will follow her south this spring.

● *La Pinta* and the sister vessels which will follow her will be commanded at first by North American skippers, who will train crews from the competent fishermen available in Chile. Training is expected to proceed rapidly, as the fishermen there are proving quick to learn how to operate vessels designed to meet the needs of their fisheries, and specially planned for use by Chileans in the fisheries of their country.

Peruvian Fish Port Planned for Callao

The Peruvian fish meal industry has under consideration a proposal for financing, at a cost of 24 million soles (about US $866,000), a new harbor near Callao exclusively for the handling of anchovies for that industry.

Most of the fish meal companies favor the proposal and would be willing to participate in financing the new harbor if the port can be administered by representatives of the fish meal companies.

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New Net Factory For Long Beach

California's first fishing net factory has been established at Long Beach by U.S. Net & Twine Co.

The new plant is a small one, but designed for efficient operation. It is equipped to produce a full range of mesh and twine sizes and to treat synthetic nettings. It also has equipment to hang the largest seines now in use. Webbing is sold under the brand name "Gold Eagle."

U.S. Net & Twine Co. is a new firm. Principal stockholder is Ben Ichiyasu, and other shareholders are fishing vessel owners of the Los Angeles Harbor area.

Production is headed by Bernard Colletti, who comes to U.S. Net & Twine from the Atlantic Coast. In California, sales of Gold Eagle netting are handled exclusively by Stewart's Supplies of San Pedro.

Fisherman Dies Despite Rescue

Cecil Fauquet of San Pedro, a fisherman on the vessel *Neve M*, collapsed and died aboard the boat after he had been rescued from the water, having fallen overboard.

His shipmates, Sidney Cline and Trui Loov, both also of San Pedro, pulled Fauquet out of the sea. When he collapsed they administered artificial respiration but without success.

Frank Ferrante Dies

Frank A. Ferrante, 50, prominent in the Monterey fishing industry for the past 34 years died after a long illness.

Mr. Ferrante was a co-owner with his brothers of the purse seiner *A. A. Ferrante* and was a member of the Monterey Purse Seine Association. He was a native of Pittsburg, Calif.

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FOR SALE: 38-foot Troller, "Lilja", Double ender, complete with Radio Telephone, Fathometer, Freeman Pilot, D. F., and Loran. Powered with 4-cylinder Cummins Diesel. John Hill, 394 Atlantic Street, Astoria, Oregon. Phone: FA 5-6449.

For Sale—Boat ACAMAR steel troller. 42' register length, 12.1' beam, 5.5' depth. 14-ton refrigerated hold. 1959 Apelco D. F., Auto pilot, Fathometer, Radio, Loran. Rigged for Albacore. 2000 gal. fuel, 800 gal. fresh water, 65 scoop bait tank. 671 G.M.C. engine, major overhaul last spring. Douglas Graen, 428 Marin, Mill Valley, California. Phone DUnlop 8-5353.

ESTELENE—(Former DanBill) Albacore jig and bait troller. 46 oa x 14'8" oa, blt 1949 @ cost $73,000. Cummins Diesel, F-M Dies. Aux. 17 ton refrig. hold full electronics, 125 scoop tank, 4 bunks, head, comfortable and roomy wheel-house—$21,000 cash. Many other Monterey Clippers, Salmon & Albacore Trollers, Draggers, Seiners from $1,000 to $75,000. WOODWARD BROKERAGE, Don Woodward, Dick Woodward, at Standard Oil Dock & Marine Store, Box 45-A, Moss Landing, Calif. Tel. Castroville NEwton 3-2620.

For Sale—Comb. troller and albacore boat "Sun-Ra". 46'8" x 13'8" x 8'2". Built 1948 Bellingham, Wash Monk design, 24 ton net. Full refrigeration, phone, Apelco D. F., Loran, Depth-finders, Freeman mike, 32 V system, Petter Auxil., G. M. Power. Moored at Moss Landing, Calif. C. R Pederson, 525 Gertrude Ave., Aptos, Calif. Phone MUrray 8-5509 after seven pm.

RIGGING EQUIPMENT, lift trucks, slings, miscellaneous gear for materials handling, fishing or cannery. SALES OR RENTALS. Seattle Stevedore, 1200 Westlake North, Seattle 9, Wash.

For Sale—30 skates Halibut gear, buoy line, kegs, flags, anchors, lights, complete. In good condition. Tom Rustad, Box 316, Poulsbo, Washington, PR 9-2435.

For sale: "Jan", 36'x11'x4½' transom stern cockpit troller. Built 1948. Heavy construction. 50-watt Radio, D.F., Pilot, Auxiliary, 6½-ton Refrigerated, Chrysler Crown. Sleeps 3, Galley on Deck, Head, topside controls, skiff. Excellent condition. $6,250, or with 3-cylinder GMC installed, $8,000. Ed Deringer, 171 W. 223rd St., Torrance, Calif. TE 5-6044.

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Complete Crab Cannery 30 miles north of Sitka, Alaska. 100 new and 125 used crab pots in first class shape. Also lines and buoys. 52 ft. crab and combination boat; 165 G. M. Diesel; live tank; 50 W Kaar radiotelephone; new Raytheon Fathometer with repeater. Boat and machinery in first class shape. 3 wannigans; 2 shop and storage and 1 cannery and living quarters. Complete and ready to go. $45,000 complete; or will sell separately. Write Gorman Fox, Box 699, Sitka, Alaska.

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82' x 23' Northern Blt. Seiner, 100 Ton refrig. Hold, 500 G.M.C. Dsl. $32,500.00. FRANK SIMON ASSOCIATES, P. O. Box 832, Wilmington, California, Phone TE 5-3101. Fish and Work Boats of all Kinds.

For Sale—Halibut Gear and Winch. Contact Asburn Arnesen, 16232 38th N. E., Seattle, Washington.

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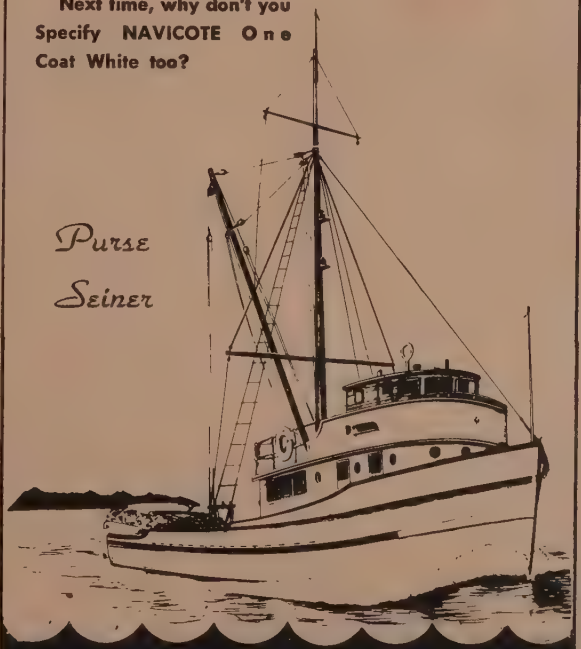

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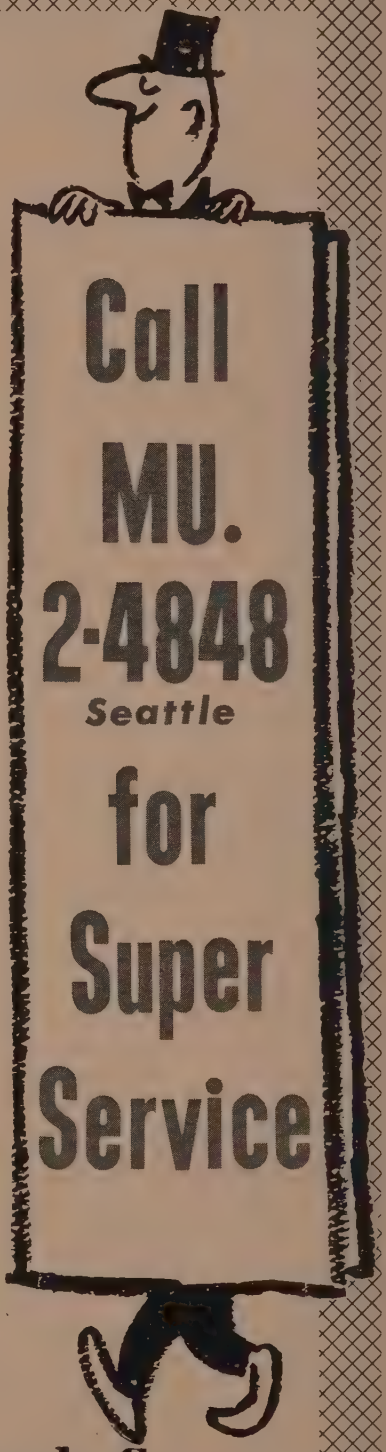


Modern Stern Trawler of the West German fleet, the **Carl Kampf** is approximately 200' overall length by 30' beam, and is powered with a diesel generating 1,560 hp. Beside her facilities for freezing her catch, she carries a scrap fish and offal reduction plant with daily capacity of 20 tons of material.

The Trend of Fish Marketing in the Federal Republic of Germany

By Dr. Gerhard Meseck

● Bremen is the largest sea and coastal fish landing port in the Federal Republic of Germany, with an average annual landing, in metric tons, of 282,938 for the period 1955/58. This is 39.6% of the republic's total landings of ocean fish.

Following close is the Niedersachsen area with an average of 222,648 metric tons, 31.1% of the total.

Schleswig-Holstein, with 102,849 tons average and 14.4% and Hamburg with 87,643 tons and 12.2% follow. Average landings in foreign ports by the fleet of West Germany are 19,300 tons or 2.7% of the national total, 715,378 metric tons.

The landings are chiefly sold on the four large seafish markets, where the greatest part of the fish industry and of the coastal wholesale trade are located. In 1952/57 the annual average quantities of fish sold on the large seafish markets were as follows:

Bremerhaven, about 240,000 metric tons; Cuxhaven, about 123,000 metric tons; Hamburg, about 93,000 metric tons; Kiel, about 28,000 metric tons.

The fluctuating landings from West Germany's fishing fleet have never been sufficient to provide a rather uniform supply of the processing industry, the fish trade and the consumers. Moreover, various species of fish or shellfish for which there exists a demand on the German market, either in fresh or processed form, are not caught at all, or in sufficient quantities (for instance: tuna, sardines, various crustaceans and molluscs). Furthermore, freshwater fishes, of which only fairly small quantities are produced in the Federal Republic (about 12,000 to 15,000 tons per year) have to be imported. The total imports amounted to about 126,000 tons in the average of 1955/58. About 67% of the imports are fresh herring and sprat as raw material for the processing industry, about 9% were salted herring, about 16% were canned fish or other preserved fish products, and about 3.5% were freshwater fish. Additionally, about 110,000 tons of fish meal and about 150,000 tons of fish oil and whale oil of various kinds were imported.

Hitherto, the consumption of fresh fish was most important in the Federal Republic, whereas the marketing of deep-frozen fish still is rather moderate. However, it may be expected that this proportion will constantly change in favor of frozen fish within the next few years, since in this way the general food retail trade (about 250,000 shops) which hitherto chiefly sold canned fish products, will also be

NOTE—Dr. Meseck is assistant undersecretary in the Federal Ministry of Food, Agriculture and Forestry, heading the Department of Fisheries in the government of the Federal Republic of Germany.

interested in an increased marketing of fish food. The prerequisite for that development is, beside high quality and attractive wrapping, first of all systematically to establish refrigerated distribution. At the beginning of 1959 about 50,000 food retail shops have already been equipped with frozen food cabinets from which, beside fish, poultry, fruit and vegetable also are sold. The increased freezing of fish is not only an excellent means to reach a better seasonal adjustment of quantities for the fish supply, but also to increase fish consumption among the 40% of the population of the Federal Republic who live in places of below 10,000 people, where a special fish shop cannot exist. Moreover, increased freezing may also help to considerable increase the value of the landings.

● Fish consumption in the Federal Republic of Germany amounted to from 10.6 kg. to 11.9 kg. per capita in the years between 1953 and 1958. Of this, 8.1 to 9.6 kg. originated from home landings and 1.9 to 2.5 kg. from imports. No doubt, it may be possible to increase the consumption of fish. It is only essential gradually to provide better quality and the most uniform supply possible. Moreover, the consumer is always discouraged by the wide fluctuations in price, which are chiefly due to the great changes of supply and demand, and which can only be eliminated by a better seasonal adjustment of quantity by means of an increased production of merchandise that can be stored, as canned fish and deep frozen products. In 1958 the fish industry processed 243,000 tons into 117,000 tons of canned fish marinated products, smoked fish and 14,000 tons of deep frozen fish fillets. Additionally, 76,000 tons of fish meal and 19,000 tons of fish oil of various kinds have been produced from unsold fish and offal from the processing industry.

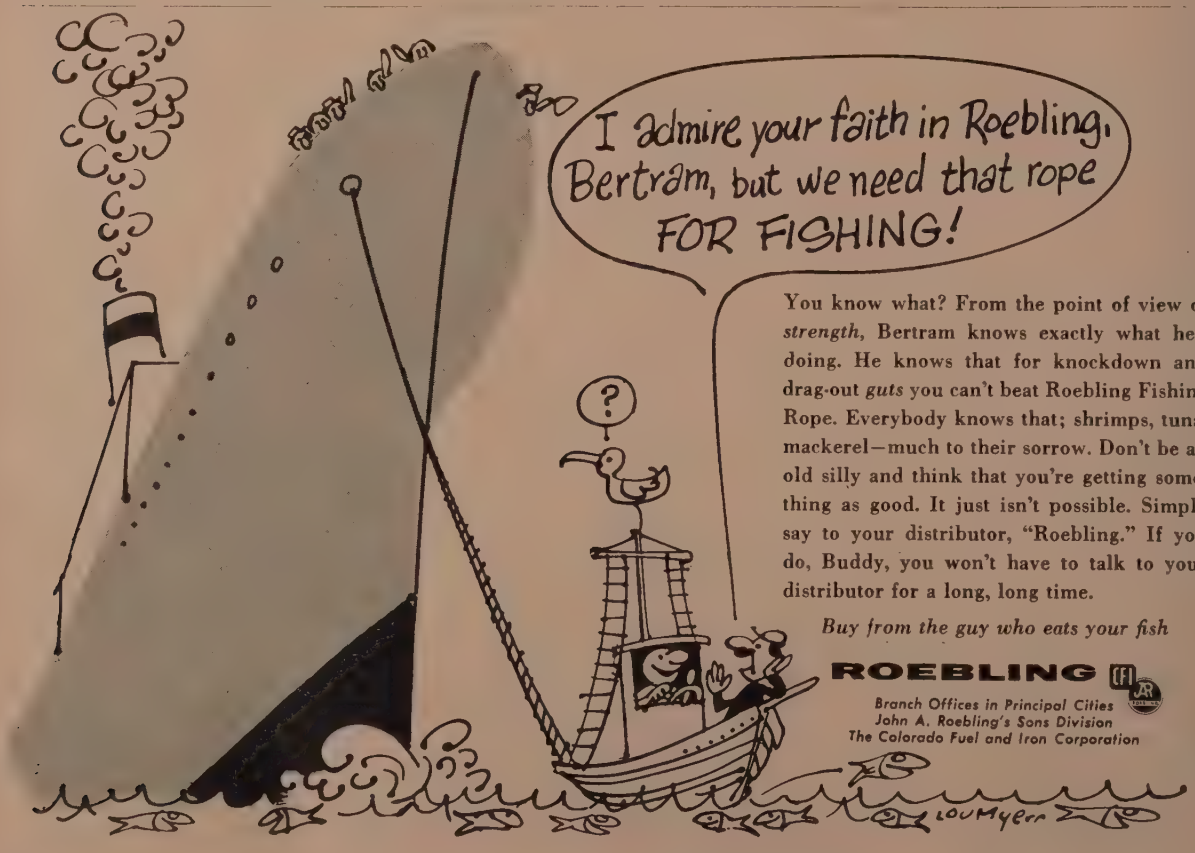
The considerable seasonal fluctuations in the German landings by quantity and species of fish not only require supplementing by imports from other countries, but it is also necessary to export at certain times of the year. This refers in particular to the first six months, when there is a surplus of whitefish (groundfish). This leads to direct landings in foreign ports and to exports of salted and frozen fish to third countries. Moreover, other countries are frequently interested in special products of the German fishing industry. In 1958, for instance, about 8,400 tons of wet fish were landed in Great Britain from West German trawlers, and 2,200 tons of salted fish direct in Portuguese ports. In 1958 the export of various species of fish and fish products from the Federal Republic amounted to about 44,000 tons. These were, for the most part, deep frozen fish, canned products and other preparations of fish. Finally, the Federal Republic delivered in 1958 about 40,000 tons of fish and fish products to the Soviet Zone of Germany. The Soviet Zone produces about 85,000 tons per annum only and depends, therefore, on deliveries from the Federal Republic and on imports from third countries, which amounted to about 100,000 tons during the recent years.

New PAF Directors Reflect United Pacific Interest

S. G. Tarrant, president of Pacific American Fisheries, Inc., recently announced election of two new directors, succeeding the late Thomas Balmer and the late U. M. Dickey.

Joseph E. Muckley, vice president of the Simpson Timber Co., and Nat S. Rogers, executive vice president of Van Waters & Rogers and chairman of the executive committee of the United Pacific Corporation, are the new directors.

United Pacific Corporation recently became one of the principal stockholders in Pacific American Fisheries, Inc.



You know what? From the point of view of *strength*, Bertram knows exactly what he's doing. He knows that for knockdown and drag-out *guts* you can't beat Roebling Fishing Rope. Everybody knows that; shrimps, tuna, mackerel—much to their sorrow. Don't be an old silly and think that you're getting something as good. It just isn't possible. Simply say to your distributor, "Roebling." If you do, Buddy, you won't have to talk to your distributor for a long, long time.

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The aim of Canco service is to produce containers that promise you better packaging, fewer production stoppages, lower packing costs. That means a better product . . . *more profits for you!*

CANCO Division **AMERICAN CAN COMPANY**

New York • Chicago
New Orleans • San Francisco

Skeena is Coming Back, With Light Run in 1960

● While the 1960 season holds limited promise for the Skeena River Sockeye and Pink runs, rebuilding of the fisheries severely affected by the slide in Babine Canyon in 1951 is making excellent progress.

Such was the gist of reports presented by the Skeena Management Committee to its advisory group in Vancouver recently. The committee is composed of A. J. Whitmore, director of the Pacific area for the Canadian department of fisheries, and Dr. A. W. H. Needler, director of the Pacific Biological Station of the Fisheries Research Board of Canada.

Biologists for the committee estimated that about 750,000 Sockeye—fewer since 1955—would return to the Skeena this year, but that the run would increase gradually to a total of some 2,000,000 in 1963, after which catches should continue to be quite substantial.

There should be a good run of Skeena Pinks in 1961 as a result of the large escapement in 1959, according to the committee, but the Pink fishery is affected to a greater extent by ocean mortality and for that reason is more difficult to predict. The actual Pink run last year was comparatively light, but fishermen went on strike when the season was at its peak, so a large proportion of the fish (1,475,000) reached the spawning areas.

A return of 2,200,000 Pinks is expected for this coming season.

Escapement of Sockeyes was also greater last year because of the fishermen's strike. Only 190,000 Skeena Sockeyes were actually taken, so that an optimum escapement of 825,000 fish materialized.

Various sections of the advisory group are preparing briefs for the committee indicating how they regard the proposed regulations which provide for two and a half days fishing from July 17 to 31 this year, three days a week from July 31 to August 28, and four days a week after August 28.

One contention of the fishermen is that since 1960 will not offer much reward for fishermen because of the light runs of all salmon, the regulations should be lenient as possible to give fishermen a better opportunity to catch the fish that will be available.

Gratifying to everyone was the indication that the Skeena is gradually being restored to its former status as an important source of Sockeye and Pink salmon. Two major projects on the Skeena were completed last year by the engineering staff of the fisheries department: Building of fishways on the Bulkley River near Moricetown and removal of a rock obstruction in Hagwilget Canyon, near Hazelton.

Canada's Fisheries Council Prepares Interesting Meet

The 1960 annual meeting of the Fisheries Council of Canada, to be held in Vancouver, B. C., April 25-29, promises to be one of the biggest, with some 500 registrations expected.

Most of the sessions are to be held at Hotel Vancouver, although a one-day trip is planned for Harrison Hot Springs, and delegates will have an opportunity to visit fishing and packing operations, the new Fisheries Research Board laboratory at Point Grey and other places of interest.

Limits of the Territorial Sea will be discussed at the open session on the first day of the meeting. Among other problems to receive attention are pollution, tariffs, refrigeration, transport regulations and unemployment insurance.

Among the entertainment features will be a buffet supper at The Canadian Fishing Co. plant in Vancouver.

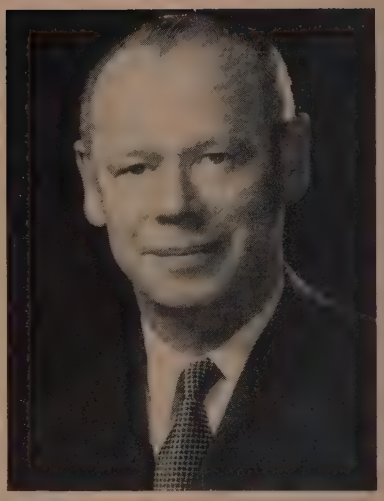
President of the council this year is Roger T. Hager, president of Canfisco, and he and Gordon O'Brien, manager, whose headquarters are in Ottawa, met in Vancouver late in January to draft plans for the April meeting.

The last previous meeting of the Council on the Pacific Coast was in 1952.

Washington Razor Clam Quota Sharply Reduced

Relatively low level of abundance of razor clams on marketable size in the sands of Washington state beaches this spring is forcing Milo Moore, state director of fisheries, to reduce the commercial quota to about 50% of the 1959 dig.

Commercial clamming opens March 15, with digging restricted to the Copalis and Moclips beaches, and with a commercial quota of 350,000 lbs., beach-run. Last year approximately 750,000 lbs. were dug in a five-weeks season.



Ray B. Mattson, new president of Wilbur-Ellis Co., succeeding **Brayton Wilbur,** who becomes the company's first chairman of the board.

Ray Mattson President Of Wilbur-Ellis Co.

Ray B. Mattson, executive vice-president, Wilbur-Ellis Co., San Francisco, international fisheries factors, since June, 1957, was elected president of the company last month. He thus becomes the second president in the company's history.

Brayton Wilbur, who has directed the company since it was first organized as a partnership in July, 1921, steps up to become chairman of the board, the first one the company has ever had.

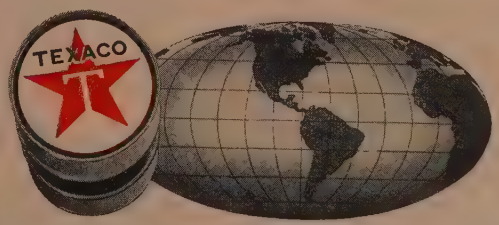
In addition Ned Lewis was made senior vice-president, also a new position; William A. Hinckley was elected vice-president and treasurer; Miss Elsa Schroeder was promoted from assistant secretary to secretary of the corporation; and Carl N. Homer, well known San Francisco insurance executive was chosen to fill the vacancy in the directorate caused by the retirement of E. W. "Bill" Lockwood last year.

Clarence Pautzke Seeking Alaska Assistant Post

Clarence F. Pautzke, assistant director in the Washington State Department of Fisheries, announced in February that he was making application for the position of assistant director in the Alaska Department of Fish and Game under Clarence L. Anderson, commissioner.

Mr. Pautzke has served the Washington Department of Game or Department of Fisheries since 1933, save for several years of Navy service; and has been assistant Director of Fisheries under Milo Moore for three years.

"It's lucky we switched to TEXACO or we never could have helped her!"



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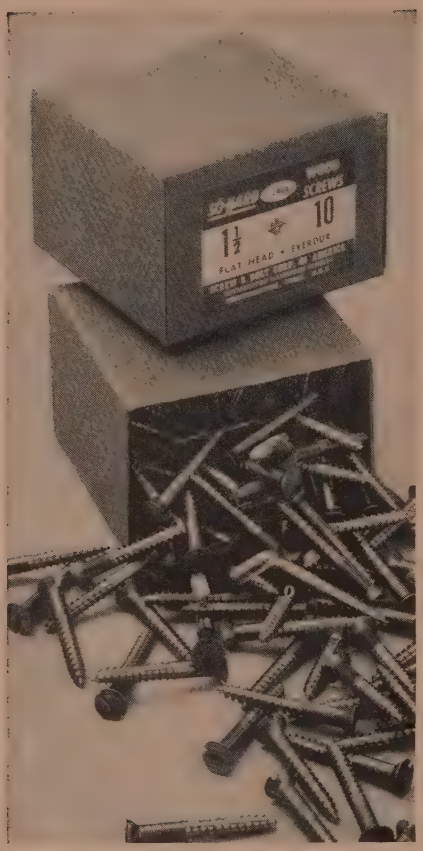

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Anaconda does not fabricate Everdur fastenings or fittings, but supplies Everdur in proper mill form to manufacturers of marine fastenings, hardware, and equipment. Many of these manufacturers label their products "Everdur"—as does the Screw & Bolt Corp. of America, Southington Hardware Division, Southington, Conn., (see photo left) on their complete line of slotted and recessed-head wood and machine screws, as well as hex head, carriage and lag bolts.

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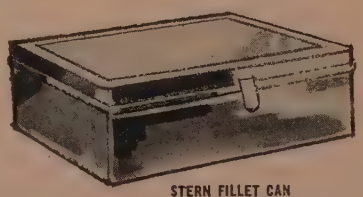

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1 GALLON CLAM AND OYSTER

This year marks the 150th Anniversary of the Metal Can Industry and the 59th year in which Stern has been producing cans to bring greater efficiency and economy to business.

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Japanese-Soviet Convention Waters Catch Quotas

Year	Japan's Opening Proposal, Tons	U.S.S.R. Opening Proposal, Tons	Final Quota Adopted, Tons
1957	165,000	100,000	120,000
1958	145,000	80,000	110,000
1959	165,000	50,000	85,000

Japan's Salmon Catch Inside and Outside Japan-U.S.S.R. Treaty Zone

(Reported in metric tons)

Year	Catch Inside Treaty Zone	Catch Outside Treaty Zone	Combined Catch
1956	100,874	49,394	150,268
1957	121,094	52,351	173,445
1958	110,145	71,709	181,854
1959	85,058	88,245	173,303

Japan Raises Salmon Price in Late Sale

An early February offering of Japanese canned Red and Silver salmon in cases of 96 halves saw a moderate advance in prices from the previous sale. Involved in this third offering of the season were about 50,000 full cases of Red halves and about 3,000 full cases of Silver halves.

The new price of Reds, per case fob. Japan, U. S. funds, was $40.80, against $39.20 at the No. 2 sale. Silvers were tagged at $31.40, against previous pricing at $29.80.

The full quantity was bought as soon as its offering had been communicated to their customers by the outlets for overseas trading. Almost the entire amount was sold to the United Kingdom.

This trading marked a price advance of $7.80 per case of Red halves from the final sale in the spring of 1959.

Japan Tuna Canners Warn Against Expansion

Japan Export Canned Tuna Manufacturers Association this spring attracted attention with a caution raised against "unbridled" expansion of overseas tuna fisheries by the Japanese fleet.

Association action was sponsored by the organization's special committee whose function is counteraction of "unbridled development of overseas tuna fishing by Japanese."

The committee seemed convinced of the necessity for acquiring an import quota for Japanese canned tuna in the United States. In January leaders of the association discussed intensively the development of improved methods for advertising and promotion of Japanese canned tuna in the United States. Their conclusions, while not revealed publicly, were laid before the interested authorities in the Japan Fishery Agency.

Noted Japanese Trader Passes Away at 67

Special Managing Director Hisashi Fujisawa of Wilbur-Ellis Co. (Japan) Ltd., who had been associated with the management of the firm from its founding, died recently in Tokyo at the age of 67.

Managing Director Hiroichi Horiuchi was promoted to the position left vacant by Mr. Fujisawa's death; and at the same time Hideo Fujisawa, son of the late executive, was promoted to managing director from his former position as chief of the marine products department.

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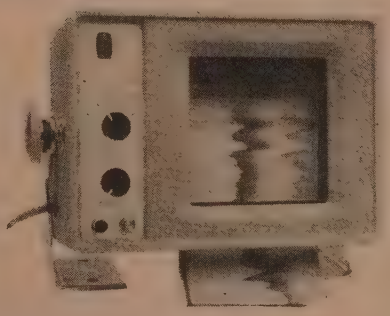
F-701 TYPE PROVIDE FULL BOTTOM DETAIL



The FURUNO FISH FINDER is invaluable for locating fish shoals and for examining the bottom

D.C. 12V Power Source.
RANGE: 0—50—100—150—200 Fms.

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Castagnola's Santa Barbara Complex Blends Seafood Selling With Success

● You sometimes hear it said that in this country there is no longer an opportunity to build a business up from nothing. Those Horatio Alger days are gone forever, they say.

But in the fish business maybe it isn't quite so.

At least it wasn't so in Santa Barbara, Calif., in 1933 when George V. Castagnola started his fish business with a house-to-house route, peddling fish on the streets of the Channel City.

Now George V. Castagnola Sea Foods is one of the big fish businesses in the West.

George V. Castagnola Sea Foods still has trucks, but now it's a fleet of them, and they serve three counties. In addition, the firm has a busy retail outlet, a high-volume wholesale business, a small cannery of its own, a freezing plant, a boat or two fishing locally—and last but not least, two seafood restaurants.

All of which grew from the house-to-house route 27 years ago.

It Takes Energy

Mr. Castagnola himself says his business has prospered because he has always been a stickler for quality, and quality keeps customers.

Nevertheless, besides quality, the personal energy of Mr. Castagnola himself has had a lot to do with his business growth. To develop all the angles of his business, and to keep so many branches running, takes a lot of energy.

Mr. Castagnola is seldom still. He has an office, but the place to find him if you want him is out in his work room—unless he is out to lunch with the Mayor or somebody working on a civic project. He personally supervises the cooking of the local lobster which is an important seasonal item in his business. He checks the unpacking of orders from out-of-town suppliers; he keeps an eye on the assembling of orders for local retailers, restaurants, hospitals, hotels.

He has an able partner in his brother Mario, who is almost as energetic as George himself. His office and work-room force totals perhaps 15 people, and a good deal of the brothers' zip seems to communicate itself to everybody else in the organization. The place jumps.

● Castagnola's sources of supply cover the gamut of the fish business. In winter, his big item is local lobster, which he buys from the small but productive fleet of lobster boats working out of Santa Barbara.

Lobsters are brought into the Castagnola plant, and immediately cooked in large gas-fired kettles, in plain salt water. Although freezing capacity is available for holding lobster, seldom is there any to hold. Virtually every day's intake goes out the same day.

Other market fish are also purchased from local boats, and sold either wholesale or retail. Northern fish—salmon, halibut, etc.—Castagnola buys from northern suppliers, frozen, and delivers it frozen to customers or to retail buyers through the store.

House That Lobster Built

● In a way, lobster has been the big foundation stone in Castagnola's retail and restaurant business.

Lobsters come in big sizes in the Santa Barbara Channel. The biggest ever handled by the firm was a 24-lb. jumbo from Santa Rosa Island. Restaurants and markets have only a small demand for such monsters, and to move them, Mr. Castagnola several years ago set up a small retail stand on the same premises with the wholesale plant.

The people of Santa Barbara, who generally speaking appreciate good food, soon discovered the retail store, and in a short time the firm found itself neck-deep in the retail business, handling a complete line of seafoods. Today the Castagnola retail store is one of the best stocked and equipped in the business, with up-to-date refrigerated fixtures and a wide variety of local and shipped-in seafood items.

The two restaurants, each called "The Lobster House," also grew out of the lobster business, and developed more or less by public demand, like the retail stores.

The Santa Barbara Lobster House, located on the ocean front only a step from the pier and another step from the main Castagnola place of business, started as a retail stand selling lobsters. So many customers suggested that the store provide facilities for eating on the spot as well as taking home that Mr. Castagnola put in a few stools and a counter, and began serving a limited number of items.

Again, the people of Santa Barbara forced the restaurant to expand, and today there are two dining-rooms, the establishment seats about 70 or 80 people, and the menu has expanded to include a full line of fish and sea foods, mostly fresh-caught local but also including northern fish.

● The Castagnolas are not only fish men who have got into the restaurant business, but they have developed a new system of serving in The Lobster House, Santa Barbara. The customer on entering the restaurant is served cold items from a counter, cafeteria-style; but hot items, as well as tea and coffee, are served to him after he sits down; so every order is prepared fresh to order.

Without a doubt, the fact that the Castagnola brothers are in so many branches of the food business is due to the fact that they are personally interested in food. George is a famous gourmet and cook; his cioppino is known the length of the coast among fish men.

So the brothers are not only in the fish and restaurant business, but also make a line of sauces, and produce canned concentrated clam chowder, which is sold only at the retail store and in the restaurants. Among the sauces are cocktail sauce, tartare, louie and special marinating sauce. Compounding and canning is done in a partitioned-off room in the main wholesale plant, using ultra-modern stainless steel automatic equipment.

In Community Service

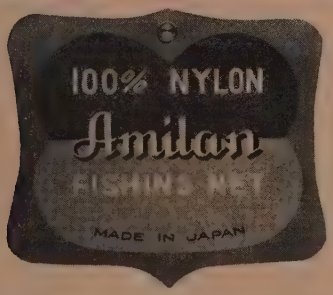
● George finds yet another outlet for his energy in community service. He was president of the famous annual Santa Barbara Fiesta in August last year. He was named Man of the Year in 1955 by the City of Santa Barbara. He is a board member of both the Salvation Army and the Catholic Welfare Bureau of Santa Barbara.

Last year he represented his home town in the Toyland Parade, San Diego.

Erkins is Honored

Robert A. Erkins, president of the Snake River Trout Co., Buhl, Idaho, in January was elected president of the Buhl Chamber of Commerce.

Among his other duties, he is also national secretary of the National Fisheries Institute.



The world's highest workmanship plus these unique merits is the world famous "Amilan" fishing net. It always carries the label shown above. "Amilan" is the trade mark of our nylon.

Here's how Amilan Nylon Fishing Nets give you Bigger catches, Faster operations, Longer and Troublefree service.

- Can be stored wet, are proof against rot, mold, mildew and insects. No spares needed.
- Since they weigh only 1/3 as much as other materials when wet, they're easy to pull in and pay out.
- They last longer, need less repair because they're twice as strong as cotton with ten times the abrasion resistance.
- They're less visible, more elastic in the water.

Amilan Nylon Rope

The combined strength of myriad nylon filament yarns or spun nylon yarns twisted together explains the world-famous superiority of "Amilan" Nylon Rope, particularly for fishing or mooring.

Our Amilan brand Nylon twines are also well received throughout the world.

Amilan NET, ROPE AND TWINE ARE MADE IN All TYPES AND SIZES.

For further information write or call

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New York Office (Export Dept.) Room 805
385 5th Ave., New York 16, N.Y., U.S.A.
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Toray

The leading manufacturer of man-made fibres in Japan

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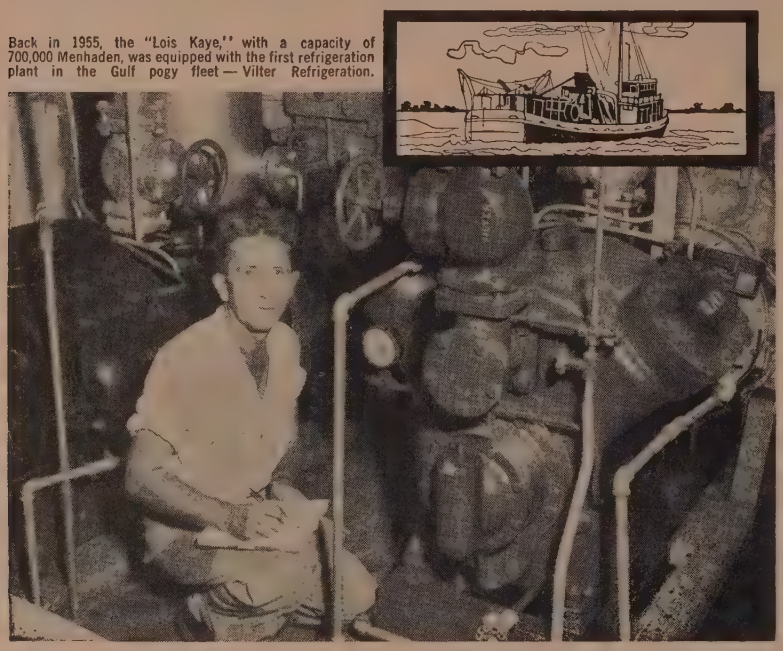
From fishing grounds to dock, Menhaden stay firm and fresh with Vilter Refrigeration

Back in 1955, the "Lois Kaye," with a capacity of 700,000 Menhaden, was equipped with the first refrigeration plant in the Gulf pogy fleet — Vilter Refrigeration.



"The 'Lois Kaye' has been in service five years as a refrigerated Menhaden boat. And during those five years her Vilter VMC compressors have been working 24 hours a day on the fishing grounds," according to Dewey Bowen. "They have given excellent service. Very little maintenance has been required—as a matter of fact, we have replaced the rings only once in the whole five years!"

"Heart of the 'chilled brine' system aboard the 'Lois Kaye' is a pair of 95-ton Vilter VMC compressors," says Chief Engineer Dewey Bowen. "These units cool the seawater which is first pumped into the storage tanks when the boat arrives at the fishing grounds. Later, when the fish are pumped from seine to tank, the chilled brine is recirculated. By the time the Menhaden are brought to the processing dock they are being held at a constant temperature of approximately 37° F. This means, of course, that the fish are still firm and fresh. The refrigeration prevents loss in volume due to decomposition, makes processing much simpler, and yields a better quality meal and oil.

"Although this was the first refrigerated Menhaden boat in the Gulf, she is still considered the best," Chief Engineer Bowen concluded, "and her VILTER Compressors have been helping her to bring in fish of top quality for the past 5 years."

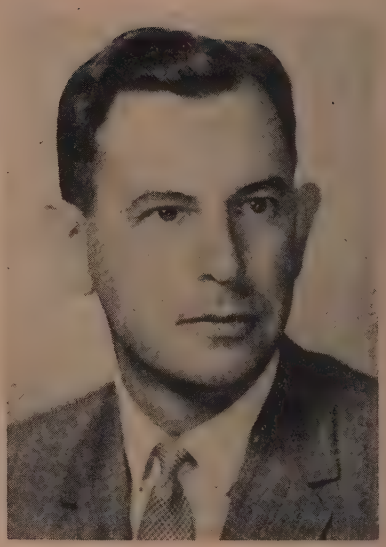
Why don't you consult with Vilter for your refrigeration needs on shore and aboard?

Vilter® refrigeration air conditioning

The Vilter Manufacturing Company
Milwaukee 7, Wisconsin

Air Units • Ammonia and Freon Compressors • Booster Compressors Baudelot Coolers • Water and Brine Coolers • Blast Freezers Evaporative and Shell and Tube Condensers • Pipe Coils Valves and Fittings • Pakice and Polarflake Ice machines.

Write for Bulletin 817 to The Vilter Manufacturing Company, Dept. PF-911 2217 South First Street Milwaukee 7, Wisconsin



C. K. McCourt of Crown Zellerbach Corporation's New York sales office, Western-Waxide division, has moved to Seattle as district sales representative.

Calif. Fish Marketing Act Progress Delayed

An indefinite delay is in prospect in putting to a vote the question of whether California's fresh and frozen sea food industry will operate under a State Marketing Act.

The State Legislature at its last session passed a law authorizing the industry to set up rules and appropriations under which it would undertake a program of advertising and merchandising sea food products, and engage in other similar activities for the benefit of the entire industry.

Late last month, however, the State Department of Agriculture, which would be the state agency responsible for operation of the marketing agreement, announced that the date for a vote among California fish handlers on whether to put the agreement in operation or not, has been extended.

The extension will be for long enough to get official decisions on what is a fish handler, and what firms are eligible to vote on the establishment of the marketing agreement.

When these questions are answered — presumably by the State Attorney General—a new date for the vote will be announced, the Agriculture Department said. If the election shows that 65% or more of the fish handlers handling at least 51% of the fish sold in California, or 51% of the handlers handling at least 65% of the fish, are in favor of the agreement, then the agreement will enter in force over the entire California industry.

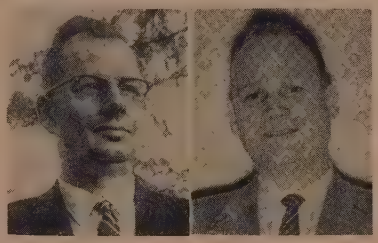
Oregon Seafoods School Stimulates Fish Use

Conceived and staged by Dr. Edward Harvey, in charge of the Oregon Seafoods Laboratory, Astoria, an Oregon Seafoods Information School was held in February with a series of meetings in strategically located cities throughout the state.

Theme of the school was: "Good Seafoods Well Prepared Are Good Eating."

The program's general objectives were: (1) to develop consumers' basic understanding and appreciation for the importance of seafoods in the diet; and (2) to develop maximum satisfaction in the use of Oregon seafoods. Cosponsors are Oregon State College Seafoods Laboratory, O. S. C. Extension Service, and the U. S. Bureau of Commercial Fisheries. Cooperating with the sponsors are Chefs de Cuisine Society, Fish Commission of Oregon, N. F. L., Oregon Fishing Industry, Oregon Seafoods Producers, Oregon Restaurant & Beverage Association, and the Wine Advisory Board.

N. F. I. members taking part in the program were W. C. Eardley, Seattle; Harold H. Thom, New England Fish Co.; Jack Daly, C. R. P. A.; Harold Gramson, San Juan Fishing & Packing Company; James Kindred, Astoria Seafoods Company; Mel Carlson, Portland Fish Co., Portland, and Ralph Newman, Newman Fish Market, Eugene.



Ralph Syverson — Robert Hogeboom

St. Regis Opens New Container Division

Production has commenced at the new plant of the Container Division, St. Regis Paper Company, Tacoma, Washington. A complete line of corrugated containers including master cartons for frozen fish and shipping cartons for canned fish are available. The plant has 70,000 square feet of floor space.

Robert Hogeboom has been named sales manager of the new plant, Frank Ward is production manager and Herbert Carlberg is sales service manager. Of particular note to the fishing industry is the fact that Ralph Syverson, formerly with the San Juan Fishing and Packing Company, will cover the fishing industry as sales representative for Washington, Oregon and Alaska.

Veteran PAF Cannery Superintendents Pass

Two veteran Alaska cannery superintendents who had served Pacific American Fisheries, Inc., for many years, passed away in recent weeks. Both were widely known and highly-regarded in Alaska and the canning industry.

Sig Johnson, who had been PAF superintendent on Bristol Bay for many years, died suddenly at Bellingham in December at the age of 65. He had superintended operations at both the Naknek and Dillingham canneries, and had been an active figure on Bristol Bay for more than 40 years. He joined the PAF organization in 1929 when it acquired the Alaska Portland Packers Association, with which he had been associated.

Tom Johnsen, also 65, died in January after an extended illness. He was formerly PAF superintendent at its Alitak cannery, and had been active for many years in Alaska salmon canning, principally in the Kodiak and Peninsula districts.

75hp
for boating's toughest jobs

The Evinrude Starflite II! Mighty power for a wide range of waterfront duties and commercial boating jobs. Smooth, quiet, tireless performer. Its V-4, 89 cu. in. engine develops 75 hp at 4500 rpm. You get outboarding's finest features: electric starting, automatic choke, sea-going magneto ignition, rugged Jetstream Drive, two-way shock absorbers. Lowest cost per hp in history!

Evinrude Motors, 4143 N. 27th St., Milwaukee 16, Wis.
A Division of Outboard Marine Corporation
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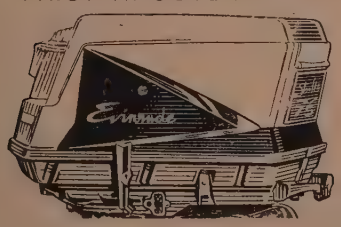
FIRST IN OUTBOARDS



TUBBS ROPES
for the big jobs

Commercial fishing is a big job . . . a tough job . . . and a lot depends on rope. That's why Tubbs has such a large selection of ropes—all specifically designed and tested for the professional fisherman.

Tubbs Extra Superior Manila—Selected top grade Manila receives special lubrication and water repellent treatments. Tough and durable. Also available copper treated for mildew resistance.

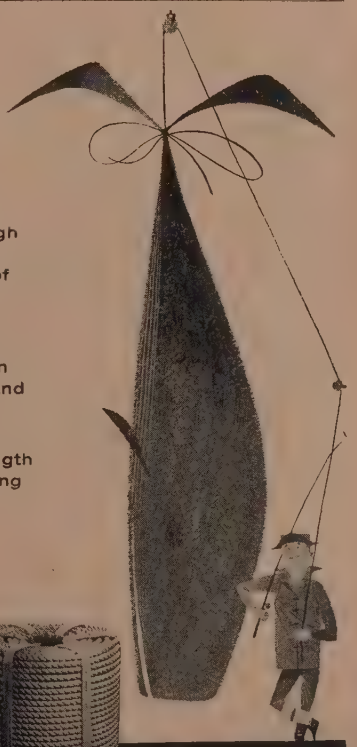
Tubbs Nylon Rope—Twice the tensile strength of Manila plus elasticity and easy-handling surface. Rot and mildew resistant.

Tubbs Dacron Rope—Excellent resistance to abrasion, sunlight, rot, and marine organisms. Half the elasticity of nylon.

Tubbs High Tensile Polyethylene—Half again as strong as Manila, rot resistant, and buoyant.

For complete information about all Tubbs ropes write Dept. A-3

a trusted name since 1856



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Main Office: 200 Bush St., San Francisco 4, Calif.
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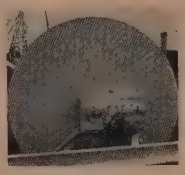
NORTHILL ANCHOR
DIGS FAST... HOLDS FAST... BREAKS OUT EASY
Scientifically designed for boats up to 80 feet. Lightweight... 3 to 105 lbs., easy to handle and stow. Most popular and dependable anchor for 20 years!
THE GARRETT CORPORATION
AIR CRUISERS DIVISION
BELMAR, NEW JERSEY

FOR THE GILLNETTER:

Puretic Gillnet Power Block, smooth—powerful—light in weight. Hydraulic driven. Davit mounted. Proven performance in Bristol Bay.



Marco Hydraulic Reel Drive —featuring two-speeds and neutral position; hydraulic braking compact, easy to install. Proven performance in Cook Inlet.

The Marco Gillnet Reel Drive is the first to be completely engineered for hydraulic operation. Built for rugged service.

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FOOD FISH MARKETING

Section of PACIFIC FISHERMAN —

News and Views of National Trade in Fish and Shellfish

March 1960

Lent a Time for Looking Ahead In Primary Market for Salmon

● Lent has an indirect significance in the primary canned salmon market. The goods are shipped, and perhaps paid for.

Hopefully, Lent moves much salmon into consumption, and sets the stage for the next producing and marketing season. This year, with supplies scant at best, there seems little concern in any circle about carryover, although there is always the question: Are the prices so high that buying will be stunted?

As to supply, that's pretty well known, and may possibly be even less than supposed earlier.

There's always the possibility, of course, that the Japanese may find a few thousand cases which they had forgotten about in the dark corner of a warehouse somewhere. They turned up some 50,000 cases in that way a month or so ago, but it caused no problem in the American market, as it was snapped up quickly for the United Kingdom. Much of it went to Henry W. Peabody & Co., one of the giants of the British trade.

● New pack prospects are not good. Bristol Bay may be an exception, with some scientists expecting a big run, and others disagreeing with them.

This difference of opinion creates a chancy situation which is intensified by current regulations and policies of the Alaska Department of Fisheries in its first year of responsibility for the resource.

In short, it is doubtful if even the prospect of a big run will prove sufficiently alluring to tempt operators to preparations which could produce a crushing loss.

California Imports of Frozen Tuna

Cumulative data in tons for 1960 through Feb. 13, and for other years to the nearest comparable date. Data from U.S. Market News Service

	Albacore	Skipjack	Yellowfin	Unclassified	Total
San Francisco	100	....	1,314	38	1,452
San Pedro	2,484	833	2,206	..	5,523
San Diego	509	....	25	..	534
Total to Feb. 13	3,093	833	3,545	38	7,509
1959	1,797	1,207	7,710	..	10,714
1958	2,456	1,332	4,546	5	8,339

Food Sanitors Elect Ghio

The fresh-and-frozen fish industry was given signal recognition last month in Los Angeles when Bart Ghio, secretary of the Southern California Fisheries Assn., was named secretary of the Food Sanitation Advisory Committee.

The FSAC, an organization made up of representatives of all branches of food production and handling, stands high with the health authorities for its work in keeping food-handling establishments clean. Speakers at the ceremonies installing the new officers were Dr. Frederic J. Gaspard, MD, president of the Los Angeles City Board of Health Commissioners, and George M. Uhl, MD, County Health Officer.

American Cyanamid Seeks Wider Acronize Clearance

Acronize chlortectracycline is not a food additive within the meaning of the Miller Amendment to the Food and Drug act, and will not be named in the list of approved additives to be announced this month.

This is made plain in an official statement by American Cyanamid Co., manufacturers of the antibiotic now effectively used as a supplement to adequate refrigeration to protect the quality of fresh-caught fish.

Thus the antibiotic may continue to be used with full confidence on whole, headed or dressed fish, unpeeled shrimp and shucked scallops, in the manner and within the limits recommended by the manufacturer.

American Cynamid currently has pending a petition which deals with the use of Acronize on processed fish such as fillets, fish steaks and peeled shrimp. When this is granted Acronize will be considered an additive for such products and will be included in the approved list.

Seattle Market

Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tins, unless otherwise specified, good quality, as reported by the U. S. Bureau of Commercial Fisheries, Market News Service.

Items and Packages	Per Case
Puget Sound	
Sockeye, halves	$24 -25
Sockeye, quarters	14 -14.50
Alaska	
Red, talls	36 -38
Red, halves	23 -25
Red, 4 lbs. (12)	-37
Pink, talls	24 -25
Pink, 4-lbs. (12)	-25
Coho, talls	31 -34
Coho, halves	18.50-19
Coho, 4-lbs. (12)	32 -34
Coho, quarters	-11.50
Chum, summer, tall	-22
Chum, summer, halves	12 -12.50
Chum, 4-lbs. (12)	-23
Chinook, talls	-32
Columbia River	
Blueback, halves	25 -26
Blueback, quarters	14 -14.50
Chinook, fancy, halves	25 -26
Chinook, fancy, quarters	-14.50
Chinook, choice, halves	17 -20
Chinook, choice, quarters	-11.75
Silver, halves	18.50-19
Silver, quarters	11.50-12.25
Tuna, Northwest Pack—	
Albacore, fcy., 7 oz.	12 -14
Yellowfin, s/pack, 7 oz.	11.00-
Yellowfin, chunk, 6½ oz.	9 -10
Tuna, Featured Pack—	
Albacore, fcy, 7 oz.	14.85-15.25
Albacore, fcy., 3½ oz.	9.10- 9.15
Albacore, chunk, 6½ oz.	10.50-13.50
Albacore, chunk, 3 oz.	6.50- 8
Lightmeat, fcy., 7 oz.	14.25
Lightmeat, fcy., 3½ oz.	8.55
Lightmeat, chunk, 6½ oz.	11.00
Lightmeat, chunk, 3 oz.	7.50
Canned Crab—	
Dungeness, 24, 6½ oz.	12.50
Dungeness, 3¾ oz.	7.60
King, fcy., 7½ oz.	31-
King, std., 24, 7½ oz.	15.60
Northwest Shrimp—	
Wet Pack, 24, 4½ oz.	7.25
Alaska Shrimp—	
Tiny, 24, 4½ oz.	7.25- 7.50
Small, 24, 4½ oz.	8.50- 9.00
Medium, 24, 4½ oz.	10

Carnation Seafood sales executives met recently in Beverly Hills, Calif. Shown here, from the left, Rufus A. Littlefield, Seattle; M. McCallum, Vancouver; Joe Merlo, Pasadena; Murray Berger, New York; W. W. Durney, Los Angeles; John Martin, London, England; A. E. Allen, Jr., Seattle; and Aldo Casaretto, Los Angeles.

Carnation Seafood Sales Conference Is International

An international sales conference of executives concerned with marketing of Carnation brand seafoods was held recently in Beverly Hills, Calif., to plan expansion on a world basis of this network of seafood producers.

The meeting was held under the chairmanship of W. W. Durney, Seafare Corporation, Los Angeles. Carnation seafood sales executives from as far away as London, England, discussed mutual interests, including quality control, packaging, merchandising, advertising and sales. Attending the meeting were John Martin, London, England; M. McCallum, Vancouver, B. C.; Murray Berger, New York; Rufus A. Littlefield, Seattle; A. E. Allen, Jr., Seattle; Aldo Casaretto, Los Angeles; Joseph Merlo, South Pasadena; Jack Gorby, Terminal Island, Calif., and Michael K. Durney, Los Angeles.

"Carnation Brand is planned as an international network of seafoods produced under rigid quality control under one brand name," stated W. W. Durney. "Offices are being opened this year in various sections of the world to assure consistent supply of one of the greatest varieties of high quality seafoods available under one label. Australia will be the first of such new offices."

Mr. Durney also said that the Beverly Hills meeting also laid plans for an advertising and promotional program to break this year, coordinating on an international basis programs that had already been started in Great Britain and the United States.

Booth Contracts Packing

F. E. Booth Co., Inc., San Francisco, in an emergency move for the 1960 season is understood to be completing arrangements for two and possibly three canners to pack its requirements in tomatoes, tomato paste, peaches and apricots.

It is understood that the plan, which arises from the fire that destroyed its fruit and vegetable canning plant last year at Centerville, Calif., includes use of raw material from Booth growers, packed in Booth specifications under Booth supervision.

Engineering consultants, retained by Booth, report that time is too short to (1) rebuild the burned out Centerville operation or (2) satisfactorily study several alternate proposals.

Booth, in the meantime, is continuing uninterrupted production of canned tuna at the San Francisco plant, sardines, mackerel, and pet foods at its Long Beach, Calif., plant.

A New Flag Joins Our Fleet!

L.H. FROHMAN & SONS

is pleased to announce its appointment as exclusive sales agents in Chicago, Illinois, Indiana and Wisconsin for 40-Fathom Sales Corp.

THE BEST!
Institutional and Retail Raw, Breaded and Precooked Seafoods merchandised from Producer to Consumer.

L. H. FROHMAN & SONS
Sales Agents
FOR PRODUCERS OF FOOD PRODUCTS
310 N. DEARBORN STREET CHICAGO 10

How Restaurants and Aluminum Increase Per Capita Use of Fish

● "Restaurants find fish items profitable, and are interested in pushing them, but customers need educating on eating fish, and high quality is essential in selling them the idea of ordering fish. So don't try to pass off any broken pieces of fish on restaurant people, please."

This good solid piece of advice was given to fish wholesalers and brokers last month by an expert in what he was talking about: Robert M. Riley, general manager of the Southern California Restaurant Association and secretary of the California State Restaurant Association. Mr. Riley was speaking to the Southern California Fisheries Assn.

The featured speaker was Harold C. DeLance, meat operations manager of the big Market Basket supermarket chain. He pointed out that fish promotion needs improving, to convince people that fish can be eaten on other days besides Friday. He said too many people consider fish a one-day-a-week item. He said the quality of fish as served on the table could be improved by some promotion to improve fish cookery, which he called a lost art.

New rigid aluminum cook-in-container double-bottom pans by Ekco-Alcoa, demonstrated to the Southern California Fisheries Association by Nessie Valerio, home economist. The stiff aluminum foil combined with transparent film, provides an impervious package particularly adapted to fresh fish merchandising. The firm, clean package is at once a work-saving cooking utensil.

Mr. DeLance offered the Fisheries Association a project for holding inter-association meetings through committees from the fish and meat groups. This project was favorably received.

New Fish Packaging

● The greater part of the evening was taken up with demonstrations and descriptions of a new family of aluminum fish packages by Lem Harris of Ekco-Alcoa, creators of the new packages.

These new containers are designed for cook-in-tray items, putting fish right in the convenience food category. Among other items, Mr. Harris showed a double tray for broiling fish, in which the fat and basting fluids flow out of the top tray, in which the fish rests, into a bottom tray, so that the fish is always dry and does not deep-fry on the bottom while broiling on the top.

Other attractive items were a fish-shaped cooking container, pans with deep gutters to catch fat and fluids, and pans shaped specially for specific sea food items.

The new packages, Mr. Harris said, had been field-tested in various cities of the U.S. by Ekco-Alcoa, and the customer reaction had been very encouraging. In response to printed questionnaires, a number of users had stated that the fish cooked in the containers actually were tastier than when cooked in ordinary kitchen utensils. Mr. Harris said the food probably tasted better largely because less work was involved in cooking it.

The meeting, which drew about 35 attendance, was presided over by President Joe Sulentor, with the usual able assistance of Bart Ghio, secretary.

THERE'S A GROWING Demand for

Quality Pink Salmon
KELLEY-CLARKE CO.
2460 6th Ave. S.

PACIFIC PEARL SHRIMP
CRAB • SALMON • TUNA • CLAMS • OYSTERS

PACIFIC PEARL
Northwest Sea Foods
A familiar sight in grocery stores from coast to coast!

- SHRIMP
- CRAB
- SALMON
- TUNA
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- OYSTERS

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Exclusive Sales Agents
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N.F.I. Pacific Product Judgings Are Booked

There will be two N.F.I. pre-convention fishery product judging programs on the Pacific Coast this month, at San Francisco March 15 and at Seattle March 23.

For several years it has been customary to hold these judging and evaluation sessions in advance of the National Fisheries Institute convention.

At San Francisco the event will be held at DiMaggio's Restaurant, with team judging at 4:30 of salmon steaks, rockfish fillets, sole fillets and Dungeness crabmeat. This will be followed by a products display, dinner, reports of the judging and a review of technological and market developments.

Seattle judging will be held at the University of Washington College of Fisheries at 11 in the morning, with team examination of salmon and halibut steaks, sole and cod fillets; followed at noon by luncheon, reports of the judging and demonstrations.

U.K. Reports Japan's Halibut Packed at Sea

British buyers approached recently by American freezers with offers of business in frozen halibut have replied that goods from Japan are proving quite acceptable in supplying any requirements beyond those normally covered by shipments from Norway.

Reports indicated that 100 tons of Japanese halibut was currently being distributed in Britain, where its quality was rated "Excellent." The price was reported figuring out to 22¢ U.S. per lb., cif., for 1020s and 20-40s. It is presumed that this figure does not include the 10% duty, to which United States goods would also be subject, although Canadian halibut would not under the Empire preference agreement.

An interesting aspect of the British report was that the Japanese goods' superior quality was ascribed to the fact that the fish were "packed aboard a mothership at sea."

This would appear to support the belief of the American and Canadian halibut industry that Japan's largely increased offerings of this fish must have come from the Japanese bottom-fishing fleet working in eastern Bering Sea.

This raises an interesting point, as under the International North Pacific Fisheries Convention Japan agrees to abstain from fishing halibut in:

"The convention area off the coasts of Canada and the United States of America in which commercial fishing for halibut is being or can be prosecuted. Halibut referred to herein shall be those originating along the coast of North America."

Southern California Receipts

	Albacore	Bluefin	Skipjack	Yellowfin	Bonita, etc.	Total
San Pedro	2,484	110	3,940	8,862	17	15,413
San Diego	509	...	2,803	1,605	...	4,917
Total 1960 through Feb. 13	2,993	110	6,743	10,467	17	20,330
Total 1959	1,606	88	7,624	13,307	112	22,827
Total 1958	2,248	46	8,248	10,863	52	21,457

First Japan Tuna Price of '60 Lower

First 1960 tuna sale of Japanese tuna canned in brine to the United States took place early in February at a level slightly below the last previous transaction.

The distribution was confined to light meat tuna, 200,000 cases, offered at a basic fob. price of $6.80, U.S. funds, for Shipment March 5. This was 50¢ per case under the last sale.

It was noted by observers that distribution of this tuna offering progressed at a much slower pace than that of canned salmon at about the same time.

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
Ask Us About—New Season
Australian & New Zealand Lobster Tails
Shipments to West and East Coasts
Box 278, Bronxville, N.Y. ● Phone: DEerfield 7-6322
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They Add Up To A Lot of Sales!

TWO GREAT BRAND NAMES IN FROZEN FRESH SEAFOODS
SAN JUAN
Ship Ahoy
FRESHEST FISH IN THE FREEZER
More than 37 Delightful Frozen Seafoods in Both Brands
NOW VACUUM-PACKED STEAKS & FILLETS
IN SAN JUAN'S OWN FLAVOR-SAVOR RETAIL-SIZE PACKAGES
SAN JUAN FISHING & PACKING CO.
PIER 31—SEATTLE, WASH.

'Bye, Squeaky— C. E. Anderson—1890-1960

The lines parted and the ebbing tide carried the man around the Cape from which no man returns.

It was Feb. 18, 1960.

The man's name was "Squeaky," and he was 70.

•

Sentimental? Yes, doubtless; but Rear Admiral Carl E. "Squeaky" Anderson, U.S.N.R. Retired, was the sort of man who engendered sentimentality even among the hard-bitten fishermen, mariners and Navy men with whom he lived and served.

Born in Sweden, he was an American from keel to truck. He made the name of "Squeaky" famed on half a score of beachheads in the Pacific War; and became one of the storied personalities of the men who stormed those beaches.

But before that—and after it—he was a salmon packer; and perhaps the all-time First Citizen of Seldovia.

He will live longer in the lore and traditions of the Alaska salmon industry than many men who owned more canneries and made more money.

Excursion Inlet-Bellingham Yakutat Program Continues

Excursion Inlet Packing Co. and Bellingham Canning Company have jointly announced continuation in 1960 of their former consolidated fishing and custom canning arrangements in the Yakutat and Yakataga salmon fishing areas in Alaska. Both of these salmon canning concerns are well known in the Juneau and Southeastern sections of Alaska.

New processes and equipment have been recently introduced into the Yakutat plant of Bellingham Canning Company for the freezing and packing of choice salmon. The companies are also increasing their chilled sea-water fish transporting and holding equipment, with the twofold purpose of maintaining the salmon in prime condition for canning and improving the services to the fishermen.

Marine Oil Man Dies

Frank A. Scott, 64, northern California marine representative for Mobil Oil Co., died last month of cancer.

Mr. Scott has served more than 35 years with General Petroleum Co., being one of its first salesmen in the San Francisco Bay region. He leaves a wife and son.

Robert B. Selby, who has been with General Petroleum and Mobil Oil for the past five and a half years, and who has been working with Mr. Scott for the past five months will take Mr. Scott's place.

Momoi Headquarters Shift To Long Beach, Calif.

The Momoi Co., sales and distribution branch of Momoi Fishing Net Manufacturing Co. of Ako, Japan, recently moved into its new, enlarged office and service location in Long Beach, Calif.

Besides offices and a showroom, the new headquarters has a net-hanging yard with a large-size Puretic power block mounted on a stationary boom, for hanging nets. The yard covers 22,500 sq. ft., and is adjacent to the office building on the same property. Fishermen can hang, load and unload nets right on the premises, using the most modern equipment. The power block installation was designed by Marine Engineering and Design Co., Seattle.

The office itself occupies a modern 4000-sq. ft. building. The location is in a new industrial section of Long Beach, a few minutes from San Pedro's Fish Harbor. The new office is sales and distribution headquarters for the Western Hemisphere. Momoi Co. has recently established sales and service offices in Vancouver, B. C., Peru and Panama.

Takuo Niino, for 20 years an executive of the Bank of Tokyo in Los Angeles, was recently appointed vice-president and treasurer of Momoi Co., with headquarters in Los Angeles. S. Inoue, after a tour of duty as manager of the Los Angeles office, now heads the Lima, Peru, branch. Mike Yoshizumi, also formerly in the Los Angeles office, returned to the parent company's headquarters in Ako, Japan, and K. Kajiwara, who also got his training in Los Angeles, now heads the Momoi office in Bangkok, Thailand.

The Los Angeles sales staff is headed by Ben Ichiyasu, dean of the office. Ann Benavides is manager of export-import. Betty Wilson and Betty Urzua complete the office staff.

L. A. Fish Men Plan June Family Frolic

Country Club Day, the big all-day party annually staged by the Southern California Fisheries Association, will be held June 17 this year, at the Lakewood Country Club, Long Beach.

Although plans are not yet in final form, Jimmy Okamoto of American Fish Co., chairman of the event, says a full program of sports, games and fun, winding up with a gala banquet and prize presentation, is being drawn up for the day.

Okamoto said that all fresh and frozen fish wholesalers, brokers, dealers, suppliers, friends and families are invited.

More plants than ever before now process shrimp with Peelers Company Machines*

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says Jack Sabel of Camaronera Del Carmen, Campeche, Camp., Mexico.

"For quite a while now," Mr. Sabel explains, "we've heard a lot about Shepherd Plastic Floats and have been impressed by the statements made on them by other users. Because of these fine reports, we are confident that we are getting a superior product."

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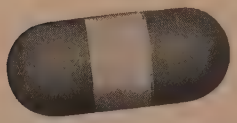

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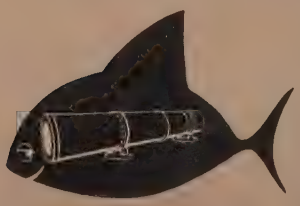

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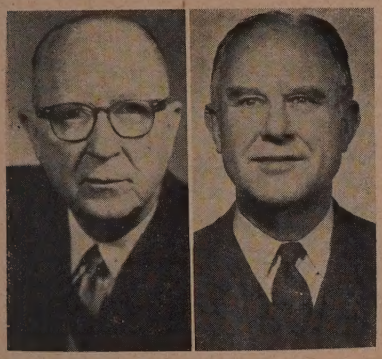


Frank P. McCann, left, newly elected president of Tubbs Cordage Co., and **Herman D. Nichols,** who advanced to the company's first vice president.

Nichols and McCann Advance in Tubbs Cordage

The Tubbs Cordage Company, pioneer California manufacturing concern, has announced the appointment of its President, Henry D. Nichols, to the post of Chairman of the Board. A native Californian, Mr. Nichols has had a distinguished business career in San Francisco, spanning well over half a century. Prominent in local affairs, Mr. Nichols is currently director of several of the West's largest companies, including California Packing Corporation, Pacific Gas and Electric Company, Wells Fargo Bank, American Cement Company and the Fireman's Fund. He also serves as Chairman of the Board of the Stock Exchange Club and is a member of the Pacific Union Club and the Claremont Country Club.

Concurrently with Mr. Nichols' appointment to the Tubbs Chairmanship, the Company has announced several other important executive changes. Mr. Frank P. McCann, former Tubbs First Vice President, has been appointed President. A native of San Francisco, Mr. McCann joined the Tubbs organization in 1909, celebrating his 50th year with the Company last November.

Replacing Mr. McCann as First Vice President of Tubbs Cordage is Herman D. Nichols, former Vice President. Born in Oakland and a graduate of the University of California, he joined Tubbs in 1925. Mr. Nichols, son of the new Board Chairman, is also a director of the Hiram Tubbs Estate Company and a member of the Pacific Union Club and the Stock Exchange Club.

Barr Marine Products Reports On New 60-Hp. Diesel 4

Barr Marine Products Co. announces the availability of a bulletin describing its new 4-cylinder marine diesel engine suitable for use in fishing boats up to 40'.

The bulletin shows the power curves for the engine with all accessories operating. The Barr diesel produces 60 shaft horsepower at 2250 r.p.m. Also shown are engineering drawings giving the exact dimensions of engine and reverse gear sections.

Included in the bulletin is a complete list of prices for the engine with all the various manual and hydraulic reverse and reduction gears with which it is available.

This 4-cylinder diesel is of the same basic design as the 6-cylinder model introduced by Barr in 1959.

A copy of the bulletin (FDX-220) is available free of charge from: Barr Marine Products Co., Diesel Engine Division, 2700 E. Castor Ave., Philadelphia 34, Pa.

Two Compact Caterpillar Diesels Of Special Interest to Fishermen

Caterpillar has announced two new, lightweight marine diesel engines to power fishing vessels and work boats. Called the D333 and D 330, the new marine engines develop 270 and 180 usable horsepower at 2200 rpm.

In addition to their power/weight ratio, the new Caterpillars feature low fuel consumption, extended operational range, quiet operation, and a clear exhaust at a condition of load and speed. Equipped with a turbocharger as standard configuration, the two engines are available with aftercooler, as well. Turbocharging and aftercooling allow the engine to develop more horsepower per pound of weight than possible with a naturally-aspirated engine of the same displacement.

When coupled with the Caterpillar precombustion chamber fuel ignition system, turbocharging and aftercooling allow the D330 and D333 to burn their fuel efficiently. Primarily, the engines are designed to operate at their most efficient point when burning commonly available No. 2 household furnace oil, although it can readily use premium grade diesel fuels as well. Result of these design factors is extended range and greater economy in operation. Secondary developments of the efficient fuel ignition are a sootless, odorless exhaust, low in irritating aldehydes.

Two hydraulically-operated, fully reversible marine gear packages are available for the D330. Ratios range from 1.5:1 through 4:1 with left or right-hand propeller rotation to suit individual craft. In the D330 ratios available are 1.47:1 to 3.39:1.

The package dimensions allow these diesels to be used for craft normally limited to gasoline power or two-cycle diesels because of size restrictions.

Kenneth V. Curtis Joins Wilfred O. White & Sons

Kenneth V. Curtis, since 1954 manager of the Marine Products Division of the Raytheon Manufacturing Company, has joined the management of Wilfrid O. White & Sons, Inc., long-time manufacturers of White spherical compasses, sounders, automatic pilots, and other navigational equipment.

He is well known throughout the marine field, with which he has been closely associated since 1933. He participated in the earliest days of radar development, serving with the Submarine Signal Co., the U. S. Navy Bureau of Ships, and for the past 12 years Raytheon. Mr. Curtis will bring to Wilfrid O. White & Sons, Inc., a broad knowledge and experience with marine personnel and products, and will specialize in product planning and marketing management.

Stecher-Traung Label House Installs Gigantic Press

San Francisco can now boast of one of the world's largest lithography presses — a Miehle sheet-fed machine capable of printing from one to four colors in speeds up to 6,000 sheets per hour on a sheet larger than ever before, according to Leo P. Blank, vice-president of Stecher-Traung Lithograph Co.

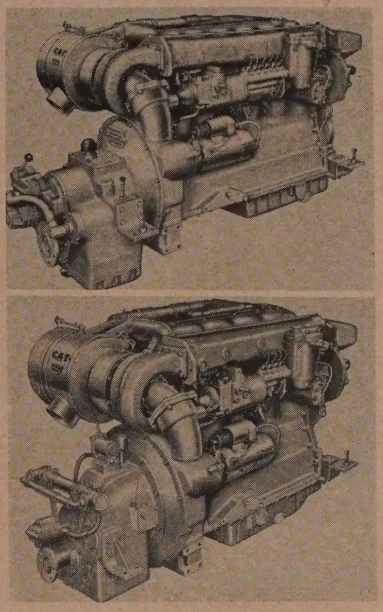
Dramatically symbolizing resumption of the city's multi-million dollar "litho" industry following a 10-week strike of workers which ended January 31, the huge $400,000 press is presently being assembled at the Battery street plant of Stecher-Traung.

When completed the monster machine will weigh 78 tons and will stand almost nine feet high, 16 ft. wide, and 51 ft. long. It is the only one of its kind west of Chicago.

Principal advantage of the huge press is that it will accommodate a sheet 54½ in. x 77 in.—an increase of 244 sq. in. over what has heretofore been available.

The press will print about 500 sheets per hour faster than other machines and incorporates numerous other advantages such as high speed continuous feeding and delivery of printed sheets in two piles rather than one.

"We are thrilled and proud over this newest acquisition," said Mr. Blank. "It increased tremendously our capacity to serve Pacific Coast industry with every conceivable variety, greatest speed, and top quality litho work."



Two New "Cats" — Diesels announced by Caterpillar include these specially adapted to fishing boat power. The **D333,** above, develops 270 usable horsepower at 2,200 rpm.; while the **D330,** shown in the lower photo, is a 4-cylinder motor producing 180 hp. at this speed.

Gillen & Pike Handling Lister-Blackstone Sales

Canadian Lister-Blackstone announce in Vancouver, B. C., that Gillen and Pike, Ltd., a well known, experienced and respected firm at 650 Denman St., Vancouver, has been selected as exclusive marine distributors for Canadian Lister-Blackstone in British Columbia, including Vancouver Island and the Queen Charlotte Islands.

Canadian Lister-Blackstone, whose headquarters are in Toronto, will continue to operate in the British Columbia area through and in support of their newly franchised distributors in the sale and the service of their diesel engine lines with models from 3½ hp. to 36 hp. in air cooled ranges and 3½ hp. to 1250 hp. in water cooled types.

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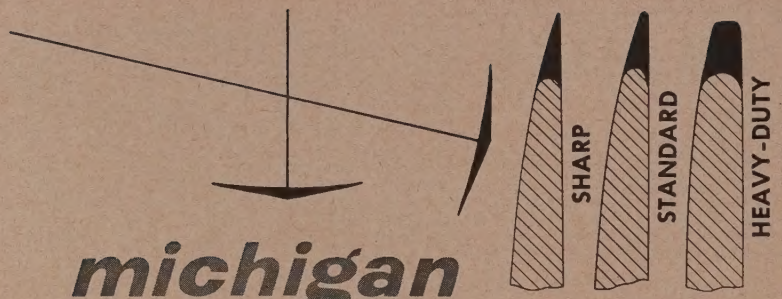

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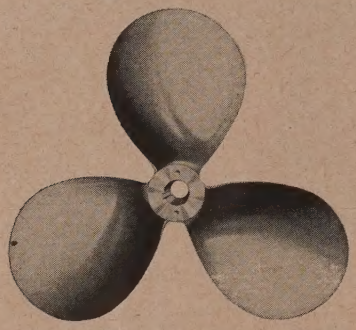
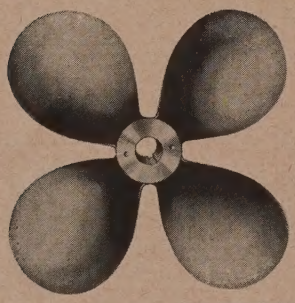
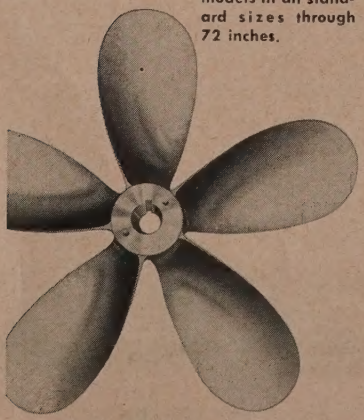




3, 4 and 5-blade models in all standard sizes through 72 inches.



MICHIGAN wheels are specifically built for the exact type of service required. Note from the illustrations how the leading edges, for instance, are varied from sharp for the high RPM wheels to standard for the medium RPM range and blunt for the slower-turning heavy-duty work boat models. Those sturdy, thicker-section edges are great insurance against nicking, bending and rapid abrasion . . . result in far less damage and prevent costly repairs. Moreover, MICHIGAN propellers cast of "MICHALLOY-K" last much longer than ordinary bronze, and they are also available in steel, stainless steel and Ni-Bral.

For the greatest propeller economy and the finest performance, too, get the MICHIGAN wheel that is specifically built for your requirements. See your MICHIGAN dealer or write us for an expert FREE propeller recommendation for your particular craft.

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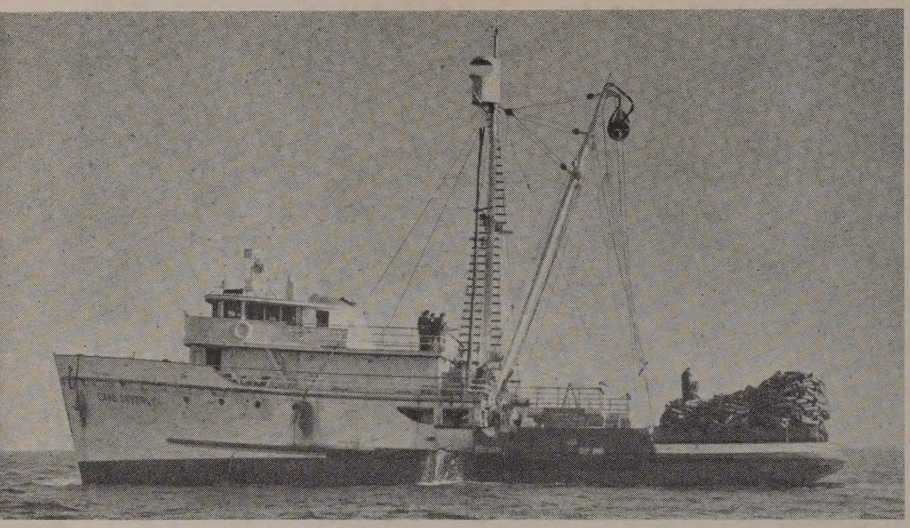
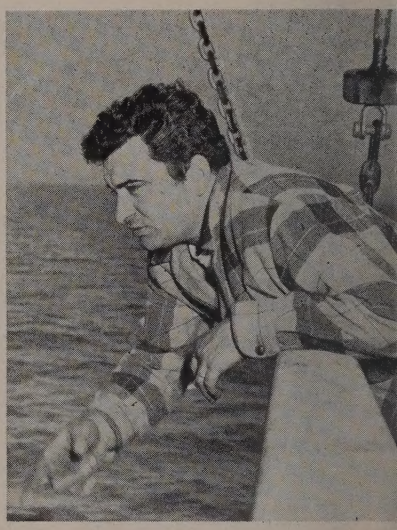
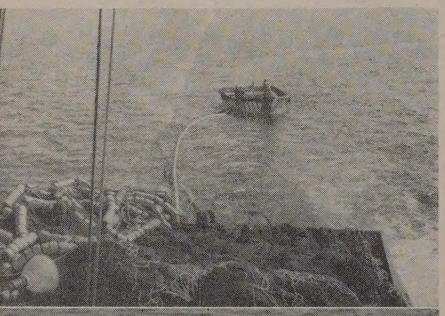
. . . selected for tuna seiner CAPE BEVERLY, Long Beach, California

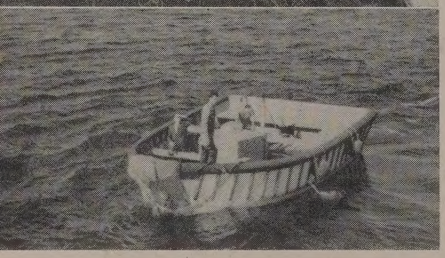


The clean and very orderly CAPE BEVERLY, recently converted to a tuna seiner, will operate out of Seattle, Washington and Long Beach, California. PETE LAPONOVICH and TONY MARTINOVICH share command duties of the 113' x 26' craft. She's powered by a 620 hp 6 cylinder Superior Diesel and carries 2 153 hp Caterpillar Diesel auxiliaries. Radar, radio and a 15' x 28' GM-471 powered skiff complete the complement of equipment.

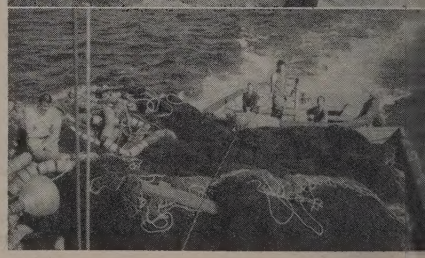


Fish Captain Pete Laponovich, affable veteran fisherman, directs the net setting activities aboard the Cape Beverly.





"Yes, we selected Gold Eagle webbing for the Cape Beverly because we were assured of its quality and construction. Our operation required a 432 x 40 fathom seine and on our first practice set we found the net extremely easy to handle and work with," says Pete Laponovich, fish captain of Cape Beverly.



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